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SHIPPING-HANDLING - WAREHOUSING - DISTRIBUTION

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Shippers' Service				

Acceptance under the Act of June 3, 1934, at New York, New York, authorized February 8, 1939.



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Air Cargo and Motor Transport

Every war has presented new problems which were either directly or indirectly responsible for the post-war development of new products or new industries.

World War I not only improved the design and basic standards of motor transportation equipment but also proved its efficiency for long distance hauls as compared with the previous idea of using it to replace the horse and wagon.

Likewise, this war is proving the efficiency of air transport. It is destined to revolutionize our transportation and distribution systems.

This revolutionary process will not, however, seriously affect those of our present transportation systems that are sufficiently flexible to meet the future demands of Air Cargo. Instead, they are offered a chance for expansion.

The trucks and tractor-trailer units of this nation can and will meet the cargo planes wherever and whenever they choose to land and we will need more of them as the air tonnage increases.

It will not be national tonnage alone, but international tonnage for the great task of rebuilding the earth and feeding its peoples after the war.

Having started as the Team Owners' Review more than 40 years ago and after pointing the way toward each succeeding cargo transportation development, it is only natural that D and W should today add a new monthly department for the guidance of the shipping, traffic, transportation and warehousing executives it serves.

That department will be devoted to Air Cargo and all of its numerous potentialities.



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Full Visible Capacity Loading Ordered

To bring about a more efficient utilization of railroad freight cars and locomotives, Joseph B. Eastman, Director of Defense Transportation on Aug. 15 issued a general order requiring the maximum loading of cars carrying civilian freight.

The order (General Order No. 18), which becomes effective Sept. 15, prohibits railroads from accepting for shipment, with certain exceptions, any freight cars which are not loaded either to their marked load limit or to their full visible capacity.

Tank cars, flat cars, and cars containing less-thancarload freight are excluded from the order's provisions.

The order was drawn up in collaboration with representatives of the National Industrial Traffic League and the regional shippers' advisory boards, and reflects suggestions and criticisms made by these groups and individual shippers.

In an explanatory statement accompanying the order, Mr. Eastman pointed out that conservation not only of cars, but of locomotives, is of utmost importance, and this conservation could best be served by issuance of the order.

"Conditions are such," Mr. Eastman stated, "that even now railroad motive power is being used close to capacity. The heavier loading of the cars which will result from this order will do more than save cars; it will also save motive power, a result presently more important."

Pointing to the limited stock of critical materials, Mr. Eastman asserted that the country must get the greatest possible use out of the existing railroad plants. He added, however, that the order will not avoid the need for additional cars and locomotives, but it will lessen that need and afford shippers substantial insurance against shortages.

Declaring that troop movements and war freight will continue to increase in volume, Mr. Eastman said O.D.T. must anticipate also a further diversion of freight from truck lines as a result of the rubber shortage and the retirement of equipment that cannot be replaced.

The order divides freight into two classes, bulk and non-bulk. Bulk freight means commodities which have to be forked, shoveled, scooped, or mechanically conveyed. Non-bulk freight is defined as any commodity enclosed in containers which can be handled piece by piece, or "any other commodity not included within the term bulk freight."

The order provides that where closed cars are used for bulk freight the commodity must be loaded to within 18 in. of the car roof as measured at the sides of the car or to the marked weight limit, whichever is the lesser. In the case of cars with lined or sheathed side walls, the loading must be confined to a point where the commodity will not spill over the sheathing. Full use of all possible stowage space is required in the loading of non-bulk freight.

The provisions of the order may be disregarded in cases where maximum loading would create a transportation hazard, or result in damage to the lading. Commodities which require refrigeration, heating or ventilation, must not be loaded beyond the refrigerating, heating or ventilating capacity of the car.

The principal exceptions to the maximum loading regulations are:

- (a) Shipments containing airplanes, marine equipment, Army ordnance, and tools, machinery or materials used in ordnance and other war production.
 - (b) Shipments of cotton and cotton linters in bales.
 - (c) Shipments by or consigned to the armed services.
 - (d) Shipments of explosives.
- (e) Shipments authorized by O.D.T. general or special permits.

Carriers, at the request of the shipper, shall allow a single stop of a car in transit to enable the shipper to complete the loading, and an additional stop for partial unloading at a point other than the final destination. These stop-offs, however, will not be permitted for loading or unloading of bulk freight or livestock and other live animals.

Carriers and consignors, not exceeding 3, may consolidate and ship in a single car from not more than 3 points of origin, 2 or more carload consignments of the same or different commodities to not more than 3 different consignees at one or more, but not exceeding 3 destinations. Each of the consignments "shall be considered and treated for the purpose of applying rates and charges and rendering transportation service as if shipped in a single car." In all cases the intermediate points at which loading is completed, or unloading begun, must be within the direct route of movement of the car.

Consolidation of freight will not apply to bulk freight, livestock, animals, poultry, or any freight which might damage or contaminate other lading in the car.

Carriers are required to publish tariffs or appropriate supplements to filed tariffs setting forth any changes in rates and charges necessary to enable carriers to comply with the order.

The order specifically states, however, that none of its provisions are to be construed as requiring or sanctioning any changes in the established minimum carload weights of commodities, or as requiring or approving increases in transportation rates.

Warehousing Specialists Needed by Army

WILSON V. LITTLE, general secretary of the American Warehousemen's Assn., has issued a special letter addressed to warehousemen throughout the country in which he calls attention to the fact that there is urgent need for men with warehousing training and experience to serve with the Army of the United States.

It is the function of the recently established Army Specialist Corps to procure qualified men to fill this need for qualified warehouse specialists. The A.W.A. is cooperating in the matter and in its letter has asked the industry to supply men directly from their ranks or locate others that may be interested and qualified.

It is understood that men are no longer taken directly from industry and commissioned as officers in the

Army. To become an officer, one must be enlisted, attend an officers' training school, etc. However, the Army Specialist Corps has been established to recruit civilian specialists for service with the Army, and to commission them as officers in the Corps, at grades and salaries comparable, in general, with those in the Army.

The following itimized list of information will answer many of the questions that will arise when contemplating application for a commission in the Corps. In addition there follows specific information with respect to eligibility as affected by age and Selective Service considerations, together with rates of pay.

Requests for application forms may be directed to the American Warehousemen's Assn., 222 West Adams (Continued on page 55)

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Labor Turnover Top Trouble Now for Traffic Managers

Traffic managers who make it a point to try to adjust their operations to events before they occur are listing the following items as probably the most important: labor turnover; loss and damage; and higher rates on account of extra carrier services. Labor is given top place, as practically 90 per cent of those reporting in a recent Western survey indicated they are operating with a smaller force than a year ago. Green help has been a troublesome factor and detailed mimeographed instructions are apparently only partially successful. Radical changes have been made to make operations as foolproof as possible; typical of what has been done is what one traffic manager accomplished who was plagued with mis-addressing partially on account of re-using cartons. He worked out a deal where an apprentice sign writer spent 11/2 hrs. per day in the shipping room doing addressing; the experience was successful. Another traffic manager, annoyed by having to dig out stuff for buyers at bad hours, arranged a "temporary storage" period of 24 hrs. for the buyers to come and inspect. After that the buyer cannot look at the stuff until it is ready to go on the shelves. Rehandling has been cut, by the plan, says the Western Shipping News Service, to the equivalent of 3 hrs. a day for a man and hand truck.

The loss and damage factor is traced particularly to packing in glass (food products mainly). Food packed in tin may be dented pretty well and still have a salvage value at any rate even if the label is marred. With glass packing, however, when breakage occurs, the entire case usually has to be reconditioned by washing, relabeling, etc. Traffic managers report that with crews working short-handed, etc., there is a tendency to "rough house" the freight. Truckers who are accused of poor stowage, answer with the statement that they can't do anything about the matter when shippers insist on putting "Glass Fragile Handle with Care" on a carton that is later found out to carry overalls.

Increasing carrier costs are frowned on particularly because traffic managers see a situation where increased rates for uncharged for accessorial services will develop. Worst example is one spot where an 18-yr. old girl, just out of high school, is in charge of incoming freight. Naturally when she looks wistful almost any trucker will gladly waste an hour of his employer's time to do everything from high-piling to auditing the freight bills. While this is an unusual case, situations almost as bad are common. Traffic managers see in these situations, a penalty on the well-run department, and though cautious about stirring up the question of accessorial charges, are nevertheless of the opinion that unless "sloppy" practices are stopped they will later penalize the shipper that handles such services with his own crew.

Army General Depot Service Operations Transferred to Quartermaster General

The Army General Depot Service, which was established March 9, 1942, within the Services of Supply to operate the Army's nationwide chain of General Depots and War Aid Depots, has been discontinued by the War Department and its major operations have been transferred to the Quartermaster General.

The General Depot Service operates the Army's nationwide chain of General Depots and War Aid Depots needed to store the quantities of materiel required by our troops and those of our allies.

Under the transfer order, all functions of the General Depot Service, except those of the Planning and Requirements Division, are vested with the Quartermaster General. The Planning and Requirements Division is transferred to the Operations Division, Headquarters, Services of Supply. It will have the function of the

Convention Dates

1942

Sept. 9-Annual meeting of American Assn. of Port Authorities, Toronto, Ont.

Oct. 5-6—Boston Conference on Distribution, Hotel Statler.

Oct. 7-9—29th Annual Convention, National Foreign Trade Council. Hotel Statler, Boston.

Oct. 18-20—Directors' Meeting of American Trucking Associations, Inc., Jefferson Hotel, St. Louis. Meeting in place of 9th Annual Convention of Members.

Oct. 19-21—Annual meeting of Associated Traffic Clubs of America, Baltimore, Md.

Nov. 5-7—Silver Jubilee Convention of Southwest Warehouse and Transfermen's Assn., Blackstone Hotel, Ft. Worth, Texas.

Nov. 19-20—Annual Meeting of National Industrial Traffic League, either at Toledo or Cleveland.

allocation of space requirements for branch depots, their locations, and supervision of general inspection of depot operation and administration.

The former General Depots and War Depots are now known as Quartermaster Depots, and the War Department declares the current allocation of space in them will remain unchanged. Future applications, however, for new space or reassignment of space by the various Supply Services will be made to the Quartermaster General.

According to the War Department, the Quartermaster General also will be in charge of storage policies, including installation of modern commercial methods of materials handling and warehousing, space conservation, efficient utilization of all common labor, and purchasing of necessary handling equipment.

Each supply section of what was once the General Depot will continue to run itself independently under the branch of the service to which it belongs. Quartermaster Corps will furnish necessary coordination and overhead, including funds needed for operation. It will act as a general "housekeeper," for all the branches of the service, giving advice only when requested. The old War Aid Depots, where Lend-Lease materials were stored prior to shipment abroad, will be administered in such a similar manner.

As for the various supply officers, they will operate directly under their particular branch of the service on all technical matters, assignments, transfers, promotions, training, and procurement, storage and distribution of supplies pertaining to their particular Supply Arm.—Manning.

N.I.T.L. Annual Meeting May Be in Toledo

The National Industrial Traffic League is circularizing its membership to check arrangements for its annual meeting. Last November the league voted to hold its annual meeting at New York on Nov. 19 and 20, with the executive committee meeting to be held on the preceding days. However, because of a desire to minimize travel, the league has decided to hold its meeting in a more central location. It is stated that Toledo is most favored, with Cleveland a 2nd choice. Pittsburgh, Buffalo and Indianapolis have been considered.

WHO WILL USE AIR CARGO SE

THE traffic man who thinks that some sort of a priority is necessary in order to ship by air today is mistaken. This is not the case. Air express is still open to all, but if it is absolutely necessary that the shipper be assured that his shipments go through without delay, and with the most expeditious handling, priorities should be obtained. Here are some suggestions as to how to get a priority for an important shipment.

No priorities for cargo will be de-

By JOHN H. FREDERICK Professor of Transportation and

Industry
The University of Texas

termined locally. Whenever a shipper requests information from Railway Express Agency or from an air carrrier as to the method of obtaining or establishing priority on a shipment, all such inquiries should be handled by the shipper contacting the Government department or agency for whom or in the interests of whom the shipment is

being made. If that department or agency concurs in the desire to establish priority, it will then contact the Air Priority Section of the Air Branch of the Transportation Service of the Services of Supply, War Dept., Office of the Military Director of Civil Aviation (Room 5317, Commerce Bldg., Washington. D. C.—Telephone Executive 2460, Extension 1240) and request the establishment of priority. If such priority is granted, the following steps will be taken:

1-The Air Priority Section of the Air Branch of the Transporta-

Table I *

Comparison of Air Express Analyses—April 1934, 1935, 1937, 1939 and 1941 Shipments

By Commodity Groups

	1934		1935		1937		1939		1941	
	Ship-	% of	Ship- ments	% of Total	Ship- ments		Ship- ments	% of	Ship- ments	% of Tota
MACHINERY & HARDWARE: including Automobile, Electric										
Machinery, Aviation and Oil. PRINTED MATTER: including Newspapers and Racing Forms,	729	5.77	1,635	11.11	6,865	14.45	11,616	17.61	25,480	23.20
Magazines, Prospectuses, Drawings, Advertising.	1.716	13.57	4.862	33.04	8.365	17.61	11.975	18.17	16,553	15.1
TORE MERCHANDISE: in- cluding Clothing, Textiles, Cos-	.,		.,002		0,000		,		,	
metics, Shoes, Furs, Millinery. 'ALUABLES: including Valuable	419	3.31	1,047	7.12	6,410	13.49	8.995	13.64	14,668	13.39
Papers, Bank and Stock Broker										
Shipments, Gold, Currency, etc. LECTROS—MATRICES.	3,650 1,458		1,914 In Print		2,650 3,329		7,930 4,563		9,038 6,697	8.20
EWELRY—OPTICAL: including Silverware, Watches, and Lens-	1,400	11.33	in Film	. wat.	3,323	7.01	4,505	0.52	0,097	0.1
es, Cameras, etc.	39	.31	In M	lisc.	1,868	3.93	2,445	3.71	4,875	4.4
REIGHT MANIFESTS.	23		314	2.13	1,618	3.41	2,287	3.47	4,777	4.3
EWS PHOTOS.	1,852	14.64	1,230	8.36	4,371	9.20	3,982	6.04	4,844	4.4
ADIO PARTS: including Tran-										
scription Records. IOTION PICTURE FILMS: in- cluding Newsreels, Theatre	252	1.99	170	1.16	1,304	2.74	1,828	2.77	4,962	4.5
Properties, Sound Parts.	590	4.66	853	5.80	2,470	5.20	3,199	4.85	4.737	4.3
UT-FLOWERS.	117	.92	540	3.67	876		2,109	3.20	3,972	3.63
ERSONAL BAGGAGE & other		. 02	010	0.01	010	1104	2,100	0.20	0,012	0.00
personal shipments.	In N	Aisc.	25	.17	2.471	5.20	115	.17	2.396	2.19
OOD: including Raw Samples.	114		In M		627	1.32	1.396	2.12	1,952	1.78
EDICAL—CHEMICAL: including Drugs, Serums, Surgical in-							,,,,,,		,,,,,,	
struments.	52	.41	77	.52	806	1.70	1,371	2.07	1,603	1.46
ISCELLANEOUS: including Liquor, Plastics, Glassware,										
Furniture, Live Insects, Paint, Office Supplies.	1,637	12.95	2,047	13.91	3,485	7.33	2,140	3.24	3,010	2.73
TOTAL	12.648	100.00	14.714	100.00	47,515	100.00	65,951	100.00	109.564	100.00

* From C. G. Peterson, "Air Express and Freight, the Past, Present and Future," a paper delivered at the Air Transport Session of the Institute of the Aeronautical Sciences, Jan. 30, 1942.

GO SERVICE?

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As announced on page 5 of this issue, an Air Cargo article by Dr. Frederick will appear in each subsequent issue of D and W for at least another full year. Next month, his article will tie-in with the subject matter of our October Motor Transportation Conservation Issue.

tion of the Services of Supply will immediately notify the A.T.A. Washington Staff in the Office of the Military Director of Civil Aviation of the necessary information concerning the shipment.

2—The individual on duty on the A.T.A. Staff Office will in turn notify Airline Local Priority Representative at the point of origin of the shipment giving such priority representative all necessary details in connection therewith.

3—The local priority representative so informed shall then notify the local Railway Express office which will in turn contact the shipper and secure final information as to the time the shipment will be ready, its size, weight, etc.

4—The local Railway Express office will determine the routing to be used in the dispatching of the shipment, and what air carrier will originate it.

5—The Railway Express office will then notify the local priority representative, giving him all accumulated information.

6—The local priority representative will then notify the airline that is to originate the shipment that it is expected to clear space as requested through to destination (via routing specified on priority basis).

7—The Railway Express Agency or the shipper will be responsible for delivering the shipment to the originating airline,

8-The originating airline will apply the standard priority express label to the shipment, noting thereon the class of priority assigned and notify connecting carriers, if any, of all details in connection with this shipment. In addition to the use of the priority label, the accompanying waybills and manifests should also be stamped "WAR—," with the proper priority classification letters written in to indicate priority. Also, the shipment will be stamped with the "Priority Cargo" stamp, and the required information inserted in the blank spaces provided therefor.

9—In cases where flights carrying priority shipments are interrupted, the air carrier will take all necessary action to expedite such priority cargo by the swiftest means possible. In case the carrier is unable to advance the cargo by

its own means to destination within a reasonable time, it will return the shipment to the nearest Railway Express agency office or representative for expedited handling.

Each request for priority must be accompanied by the following information:

1. Number, dimensions and weights of cases in the shipment.

2. Address of the person in care of whom the shipment can be located and/or address of location of shipment.

3. Telephone number of the person in care of whom the shipment can be located.

4. Name and address of consignee and consignor.

5. Whether shipment can be divided so as to be forwarded by different planes.

6. Brief statement setting forth why air priority is necessary.

7. Points between which priority is requested.

 Earliest time at which shipment will be available for air transportation.

Latest arrival possible at destination to complete the mission of the shipment.

10. Name and authority of the person requesting the priority.

Secured Quickly

After a priority has been issued by the Army Transportation Service, the information is passed on to the Railway Express Agency in the city where shipment is originating and this organization then contacts the shipper and completes the details for handling the shipment. All this may sound complicated but up to now a majority of all priority shipments have obtained their priority in less than 2 hrs. from the time request has been made.

The above is the method of obtaining a priority now, but it is subject to change without notice and probably will change again and again as time goes on. It is, therefore, advisable that shippers contact either an airline or the Railway Express Agency if they are not absolutely sure how to obtain air transport priorities in connection with particular situations.

There has been a lot of confusion about priorities in the

minds of traffic managers of industries where it has been thought that priorities on materials issued by the War Production Board also gave them an equivalent priority in air transportation for these materials or on finished products. Many such shippers have marked their shipments "Priority" when they have no transportation priority at all. There have been many when shipments which should have traveled under priority did not do so because of this misunderstanding. An air express priority is necessary for each individual shipment which cannot stand delay. If delays are unimportant, no priority at all is so far necessary. But there is no such thing as a blanket priority in air transportation.

The most important elements in handling air express shipments are size and weight. A shipment should not be so large that it cannot be loaded in the various cargo compartments of a commercial type plane. However, shipments of unusual size can, at times, be carried in the passenger cabin, but the ability of the airlines to do this depends on the passenger load on a particular flight as well as on operating conditions at a particular time.

Shippers can often break shipments down into several packages and when this is possible it should be done. Many times, recently, airlines have disrupted services or have refused large, bulky shipments only to find that they could have been broken into several small packages and so could have been carried easily. It costs no more per pound to make a lot shipment and shippers should be urged to break bulk shipments into smaller packages or at least inform the Railway Express Agency or the airline concerned that this may be done.

Another packing hint concerns the matter of weight per square foot of floorspace taken up in the plane. With defense shipments this becomes important. The airlines cannot carry a shipment with a floor loading of more than 100 lbs. per square foot. With extremely heavy shipments, particularly round packages, the floor

WHO WILL USE Air Cargo Service

(Continued from preceding page)

loading per square foot can be reduced by packing with a larger base and thereby diffusing the weight over a larger area.

The airlines can carry large shipments; single pieces of 400 and 500 lbs. are not at all uncommon. But, if a single shipment weighs in excess of 200 lbs. or its combined length and girth exceed 132 in., shippers should contact the Railway Express Agency in advance of shipment so that arrangements can be made to handle it by the airlines concerned.

Traffic managers should realize that, in shipping by air, heavy packing cases are not required. Air express shipments receive very careful handling and the requirements for packing when other transportation agencies are used do not apply here. To be sure, all shipments should be carefully packed, but they do not need massive crates or boxes. If a traffic man will watch this one item carefully he can save valuable cargo space and weight on the airlines in this time of emergency, and at the same time he will materially reduce shipping costs. Recently, one airline had a package weighing 200 lbs. offered for transportation. Upon investigation it was found that only 75 lbs. of that weight was represented by the contents of the case; the packing alone weighed 125 lbs. This particular shipment could have been packed in a carton and have reached its destination in perfect safety. Shipping room packing procedures for air transportation need not be the same as for rail or motor transportation and might well be checked into by the live traffic man.

With cargo space curtailed by a reduction in the number of planes operated by the airlines, these companies are now confronted in the cargo business with the same situations that have prevailed in the passenger business for some time. In other words, there are certain times of the day at which cargo bottlenecks occur, generally in the morning or in the late evening. The early morning tie-up is caused primarily by a large quantity of rail-air traffic moving into air terminals from off-line points for further handling by the airlines. The evening tie-up is caused by the fact that many shippers hold shipments in their shipping rooms until the close of the day's busi-

Many of the airline cargo load problems can be alleviated by the intelligent cooperation of traffic managers and their shipping departments, particularly in the matter of early and mid-day shipping times. If a shipment is ready to go by air in the latter part of the morning, or early afternoon, the Railway Express Agency should be called to pick it up and start it moving. Air express means special pick-up and delivery at all hours of the day, and there is no real reason why air shipments should be held over with the normal rail and other business until 5 or 6 in the afternoon for pick-up.

The practice of concentrating shipments at night throws an unreasonably heavy burden upon reduced and already overcrowded airline schedules and brings closer the time when priorities may be required for any and all air express shipments.

Big Increases

Despite schedule curtailments, 2 airlines for certain, and no doubt others, are showing huge air cargo increases this year over last. This has been caused largely by the war but there has also been some increased sales pressure by Railway Express Agency, at least up to the recent drastic equipment levy by the Army.

Under the surface a great air cargo push for after the war is brewing and in preparing for this development the most immediate problem is not concerned with equipment, as some airline executives seem to think, but rather with discovering where the potential traffic is located, how much there is of it, and where it will be going. Closely akin to this problem is the determination of the sales policy necessary to sell air cargo transportation services to shippers and receivers.

The matter of speed in the handling of goods in transit, at which time they are a burden to their owners in more ways than one, will always be vital. The value of speed is noticeable in handling all types of commodities, but it is more valuable in the marketing of some goods which, by virtue of their own inherent and commercial characteristics, are susceptible to large loss in value while in transit. At times, under stress of emergencies, some other articles are greatly increased in value by speed.

Some industries, such as the textile industry, particularly in the marketing of clothes, are greatly affected by forces entirely outside their control, making it necessary to produce in small quantities and to distribute these goods, especially style goods, as rapidly as possible. In this trade the successful merchant must keep a low inventory, have rapid turnover of stock as well as rapid restocking of merchandise with a popular de-mand. Fast transportation is the answer to these problems. Other style goods are in the same category. For example, shoes which in 1920 were moved largely by freight between manufacturer and whole-

(Continued on page 76)

Table II

	Air Express Poundage. Month of December, 1941	
Airline	Route	Lbs. Carried
American	New York-Chicago	253,745
	Boston-New York	110,351
	Albany-Fort Worth	138,551
	Dallas-Los Angeles	63,264
Eastern	New York-Miami	102,188
	New York-New Orleans	76,070
	Chicago-Jacksonville	34,136
Northwest	Chicago-Seattle	73,350
PennCentral	Norfolk-Detroit	168,291
T. W. A.	New York-Los Angeles	225,971
	Kansas City-New York	96,663
United	New York-San Francisco	486,591
	Seattle-San Diego	109,249
Western	San Diego-Salt Lake City	64,680

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Fighting equipment comes in big packages as shown above. This container, designed by the Forest Products

Laboratory will contain fighting tools for export shipment.

How Our Army Saves Cargo Space

Below

Export shipping container designed for the Ordnance Dept. to ship the bogie wheel assembly of a modern tank.

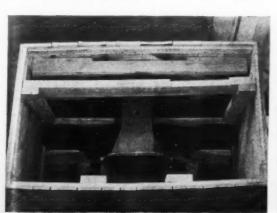
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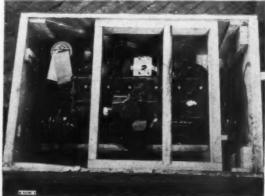
Overseas shipping container for engine of a combat vehicle designed by Ordnance experts. Experimentation in Packaging and Packing Is Being Conducted in All Parts of the Country. Army Experts Predict an Overall Saving in Cargo Space of Approximately 10 Per Cent. Sixty Per Cent in Some Cases

EW packing methods described by the Services of Supply of the War Dept. are reducing the bulk in packaging thousands of items, from canned food to 40-ton trailers, being shipped overseas.

As a result of experiments, an overall saving in cargo space approximating 10 per cent is predicted by the Army experts. Savings on individual items run as high as 60 per cent.

The Army experiments have





been designed both to reduce and to conserve materials, particularly critical materials. It is indicated that there will be a saving in this category of about 20 per cent. With these packing improvements, the Services of Supply is also decreasing weight and packing costs.

As examples of the results of the experiments, done in cooperation with manufacturers holding Army contracts and private packing

laboratories, are:

Clothing: Formerly packed in fibre and wooden cases, now compression baled; space saving 35 per cent.

Shovels: Formerly shipped in wooden crates, now shipped strapped together with wire; space saving 20 per cent.

Field Range Stoves: Formerly shipped in double crates, now shipped in a newly-designed single crate; space saving 7 per cent.

Cans: Garbage cans, formerly shipped separately in individual crates; now nested together in a lighter crate, adequate for 6 cans; space saving 60 per cent.

Shoes: Formerly packed in individual cartons; now being bulk packed; space saving 25 per cent.

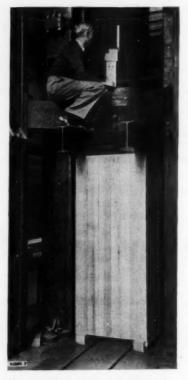
Machine Guns: Formerly shipped one to a box, now shipped 2 to a box; space saving 35 per cent.

Airplane Wings: Formerly shipped edgewise, making necessary cargoing in hold to obtain adequate space; now packed flat, saving unestimated space.

All divisions of the Services of Supply are cooperating in the program to improve packing methods. As part of this program, a Motor Vehicle Boxing Clinic has been established at Fairlawn, N. J., under the supervision of the Office of the Quartermaster General, in cooperation with the General Motors

14-ft. revolving drum at laboratory tests packages for strength by tumbling them. Each fall is recorded by an automatic counter. Overseas Corp. At this clinic, the first of its kind, packs of motor vehicles, varying in size from two 40-ton trailers to a motorcycle, will be inspected and tested, with experimentation to reduce size and conserve materials.

Over a period of weeks it is expected that about 100 different types of motor vehicles, manufactured for Army use by 25 different companies, will be repacked, in an attempt to reduce further the cubic measurement, improve the durability and increase the "knock-



Export shipping crate designed for Ordnance general supplies being tested for strength in a press with a pressure up to 1 million pounds.

down" of the vehicles to the maximum extent consistent with speedy reassembly at destination. Here, savings of from 7 to 20 per cent are in the process of realization.

To the same end, the Office of the Chief of Ordnance, working with the War Production Board and the Department of Agriculture's Forest Products Laboratory, Madison, Wis., has issued a new packaging manual, covering thousands of miscellaneous ordnance items, generally those made by sub-contractors, not previously covered by detailed Army specifications. Regulations contained in the manual are designed to end over-packing of such items as gears, transmission units, etc., thus saving both space and materials. Displacement savings of from 20 to 35 per cent have already been realized in many instances by following the new procedure. This program is under the supervision of Brig. Gen. Gladeon M. Barnes and Neil A. Fowler, packing engineer, of the Office of the Chief of Ordnance.

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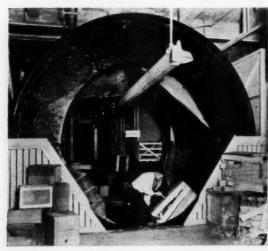
The Office of the Chief of Ordnance has also been conducting a training course at the Forest Products Laboratory to give chief inspectors and inspectors instruction

in the new methods.

Another example of the packaging experiments is the development in the Small Arms Division, Office of the Chief of Ordnance. For several months experiments on various types of non-metallic moisture barriers to be used in place of terne-plate case liners have been made. A satisfactory wax-dipped factory package is the result. The Frankford Arsenal expects to discontinue the use of terne-plate entirely in the future. Re-designed cases for small arms ammunition,

(Continued on page 83)

Testing wood for Ordnance packaging in the Div. of Timber Mechanics, Forest Products Laboratory, U. S. Dept. of Agriculture.





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For obvious reasons, names of persons or their companies are not published unless permission is specifically given DandW for so doing. Such information is desirable in this department and so we ask contributors to please cooperate.

Why Don't Warehouses Show Rail Connections in Advertising?

FOR some time it has been my intention to call your attention to the fact that many of the warehousing and storage firms which advertise in your publication fail to show on what railroad they are located. In this day of increasing stop-over arrangements, it is essential that the shipper have this information. The peculiarities of the railroad tariffs require that a traffic manager have this information and it would appear to the undersigned that both the advertiser and the customer would benefit if the railroad serving the warehouse were shown in the advertisement.—L. J. Vondracek, Manager, Order Dept., National Oats Co., Cedar Rapids, Iowa.

Whose Fault When Candy Spoils in Usual Storage Place?

E have been reading your legal material in DandW for a long time, and now we have a problem. On Jan. 10, a jobber placed a truck load of candy in storage in our warehouse. This was picked up by the jobber in July. We received for storage in April another truck load of the same kind of candy. This was picked up on July 16. In other words, the first shipment remained in storage for near 6 mos., and it was O.K. when taken out. The 2nd shipment was in storage only 3 mos. and the jobber now wants us to be responsible for certain damage to the candy which it claims was caused by absorbtion of moisture because we stored same in our basement. We stored the first shipment in the same place and it was not damaged. We notice that the cartons in which the spoiled candy was packed has a stenciled address for shipment to Texas, and later this was covered with a paster and readdressed to Missouri. This may indicate that the stock was old. What are our legal rights ?-A. C. Reichardt, Jr., Grocer

Warehouse Co., Inc., St. Louis, Mo. Answer: You are not responsible for the damage to the candy unless same resulted from your negligence. The fact that the first shipment was stored in the same location for twice the period of time that the spoiled shipment was in storage would indicate to the court that the damage did not result from absorption of moisture, but this is not positive proof as the conditions may have been different. Yet, since both shipments were picked up at about the same time and, therefore, both shipments remained in the same location during the same relative period is decidedly in your favor. Moreover, if you can prove that the shipment had been delivered to a consignee in Texas and later shipped to you, this fact will have great weight in establishing proof that the 2nd shipment was not fresh and that same may have absorbed moisture before it reached you. In fact, the jobber must prove that the candy was in good condition when he delivered it to you for storage. Failure on his part to introduce this testimony is in your favor.

Under the facts, particularly because these shipments remained in the same location during the same or near

same period, and also because you had been in the habit of storing candy in the basement without bad effects, should enable you to win this suit. Furthermore, if you present these facts to the jobber it is very probable that he will appreciate the character of testimony that you can present and, by the exercise of reasonable judgment, he should agree that his chances of winning a favorable verdict is very slight. And it is our opinion that his lawyer will advise him to not file the suit.

New Orleans Public Belt Railroad Expedites Freight Movement

ON page 56 of the August issue you indicated that it takes 5 days for the Public Belt Railroad to transfer cars from incoming roads to steamers at New Orleans. This is not a true statement of fact. No doubt it is the policy of a reliable magazine such as yours to give its readers a true picture of the situation in these critical times and I am therefore quite sure you will want to make proper correction.

The truth is that cars are spotted at the wharves by the Public Belt within 12 hrs. after they are received from the trunk line carriers. Frequently the cars are spotted within a few hours after they are received from our connecting lines. And the contents of the cars are promptly unloaded and placed at shipside by the incoming railroads or by the steamship lines, thus expediting the release of the cars.—J. D. Youman, Traffic Research Counsel—Traffic Representative, New Orleans Public Belt Railroad, New Orleans, La.

British Get Dried Egg in 5-Ounce Packages

Millions of 5-ounce packages of dried whole-egg powder, each package the equivalent of one dozen shell eggs, are being sent to England by the Agricultural Marketing Administration under the Lend-Lease program, says the U. S. Dept. of Agriculture. In these packages the product is being distributed to consumers through the British Food Ministry as a supplement to the limited ration of shell eggs.

Distribution started only recently at the rate of one package a month for a family of 3, or one package each 3 mos. for an individual. This is in addition to the Winter ration of one shell egg a month per person, or 4 a month per person in Summer.

Dried whole egg is being packaged in 3-lb. tins for U. S. Army use in the field. Table uses will constitute nearly 95 per cent of the Army's use of the product; the rest for baking. So most of the dried eggs will reach the soldier as scrambled eggs.

Department of Agriculture officials believe that table use in England and in our Army will be the acid test of egg drying and will decide the future of the industry.

British requirement alone will amount to more than 17 million packages a month in addition to vast quantities sent to England in barrels for use by commercial bakeries and other manufacturers of prepared foods.

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Air Cargo and Materials Handling

By MATTHEW W. POTTS

Materials Handling Editor

ITH the chaotic condition of the world today, it sometimes seems ridiculous to contemplate the future, but since we all expect the continuation of civilization and the establishment of world peace, it is necessary for us to consider the future, and take lessons from the present, so that we will be prepared for the new world conditions.

War is a destructive element—but out of it new services of commerce are forged. The airplane was established as a peaceful carrier, but is now being developed for destruction and wide-range transportation of soldiers and war materiel. The lessons now being learned in war will enable us in time of peace to create further use for air cargo.

Already, bigger and bigger ships are contemplated. The use of transport planes as tractors for trailing gliders has been accomplished, not only in this country, but abroad. What might appear ridiculous now, will be common practice in the future. Rapid strides have been made, and we are facing a situation in air transportation the same as was faced in motor transportation early in 1914.

At the beginning of World War No. 1, in 1914, the motor truck was in its infancy as a transport medium, airplanes were still in the experimental stage. However,

the need of quick transportation over wide areas developed the motor truck industry in a few short months, so that it was able to produce a considerable quantity of vehicles for war needs. The experience gained at that time became the basis of our transportation systems, such as motor truck and bus lines, which had a rapid growth in the years from 1918 until the present time.

Today, very few people question the advisability of using motor trucks and the tractor trailer method of transportation for both war use and our domestic and foreign transportation problems. The army today is mobile, and we have built more trucks and trailers for war use than were ever produced before, in peace time. The motor truck and trailer is in use throughout the world, supplementing in some cases the main railroad line, while in other instances, the use of the motor truck and trailer has made it possible to provide quick and efficient transportation without the need of building extensive rail trackage, storage yards and terminals.

While the airplane was in the developing stage in 1914, and was used successfully, it was not used to the full advantage because those in authority did not have enough imagination. Even after the war was over, and such forward-looking individuals as Billy Mitchell proposed the more extensive use of the airplane, they were not able to convince the die-hards of the possibility of using the airplane, to its full advantage. Billy Mitchell was ridiculed by his superiors,

and civilians, and even brought to trial by the army authorities because of his outspoken convictions regarding the possibilities of the arplane, and its application to land and naval warfare.

Those who ridiculed Mitchell in years gone by have lived to see his predictions come true, and now we are rushing to try to make up the deficiencies caused by

a lack of imagination and foresight.

Let us profit by experience. Today we find the airplane practically at the same point in this war as the motor truck was in the last war-namely in its in-We have seen the development of the pursuit ship, the high speed plane of the air; we have seen the development of the medium bomber, the giant bomber, and now the Glenn L. Martin super-plane. In the News of the Day we hear of the desire of Henry J. Kaiser to build cargo planes instead of ocean ships. Already a number of our planes are being assembled in this country and flown to England, Alaska and other parts of the world, carrying personnel, vital parts and materials. The demand of war is showing that earthbound transportation systems are unable to carry supplies at the speed demanded by mechanized war, and this country is therefore launching a program to build air freighters and transports in vast number.

Recent photographs have shown the loading of troops, cannons, tanks, jeeps, etc., into large transports but most of this is accomplished by temporary loading methods, which are neither quick nor efficient.

Is it too soon to consider the future of air cargo? Are

we looking too far into the future?

The writer feels that now is the time to prepare for that future, when air cargo will have its place in the transportation scheme because it is already an established fact.

Now we must prepare for better methods of loading these giant ships quickly and efficiently, by means of mechanical devices, better methods of putting bombs into their carriages, better methods of raising materials into the fuselage, and unloading with speed at des-

There is a need for the development of special runways in the fuselage to carry unit loads, and it will be necessary to provide mechanical devices for anchoring

these loads to prevent their shifting in flight.

Will it be better to elevate the tail of the ship, so that the loads can be easily taken out on an even keel through large side port doors? Possibly, it would be better to arrange for the tail to be split so that the planes would be provided with end loading instead of side loading. No doubt many engineers and flyers are

already considering these points. They should be publicized and more thought given to them, so that mechanical devices such as fork trucks, straddle trucks, vertical elevators, and other lifting devices, some of which are already standard equipment, which could be modified, can be put into use to speed the loading and unloading of these ships.

The time and engineering spent will help us to develop this equipment now, so it will be available for developing the use of large air cargo ships of the

future.

The above is not visionary-only a few years ago people laughed at the idea of regular pasenger schedules between Europe and America by airplane, and yet shortly after the initial hop of Chas. A. Lindbergh from New York to Paris, flights across the Atlantic Ocean became a common occurrence, today the Clipper ships are making round trips from definite terminal to definite terminal on a timetable schedule.

The large bombers are being flown every day by the ferry command from continent to continent. Clipper ships have spanned the vast Pacific, landing on small islands, which are merely dots in the vast ocean, and they were hitting their mark on a regular schedule until this schedule was interrupted by war.

This important progress has been accomplished within a very few years by an infant industry faced with the need of constantly training new personnel, developing new equipment, and establishing bases in all parts of the world.

The rapid expansion brought about by war needs, the development of bases in all parts of the world, the experience gained by this use of cargo planes, all have a bearing on the air cargo system of the future.

There is no doubt that these developments are definitely going to lead to large air cargo carriers of the future. Now is the time to develop better materials, handling methods for loading and unloading these air ships, for the quick handling of freight and materials at point of shipment and destination. In order to make these large cargo carriers efficient both in war and in peace, this equipment will have to be developed as the industry grows.

The materials handling equipment manufacturers should immediately establish contact with the airplane industry so that either the planes can be designed to utilize existing materials handling equipment, or else the industry should develop better materials handling to meet the requirements of loading and unloading air cargo ships designed by the aircraft industry.

Industrial Power Truck Output Limited to Standard Models

A list of approved standard models of industrial power trucks which manufacturers are permitted to produce was issued Aug. 15 by the Director General for

Operations, WPB.

The list, embodied in Supplementary Limitation Order L-112-A, was prepared in accordance with a paragraph of order L-112 on power trucks, issued on July 10, which provided that "on and after Aug. 15, 1942, no manufacturer shall begin the manufacture of any standard model which is not an approved standard model."

The L-112 order established strict control of the production of industrial power trucks-types of equipment which are designed primarily for handling material in and around factories, warehouses, docks, airports and

The following gives a summary of the order and the list of manufacturers and approved models:

In accordance with the provisions of § 1201.1 General Limitation Order L-1123 which the following order supplements, it is hereby ordered that:
§ 1210.2 Supplementary Limitation Order L-112a—(a)

Approved standard models. Pursuant to paragraph (d) (2) of Limitation Order L-112, approved standard models of industrial power trucks for each manufacturer named herein shall be those models listed below for such manufacturer: Provided, however, That notwithstanding any other provision of Limitation Order L-112, as supplemented, no such model shall be manufactured in more than one size of platform width and length, nor shall any such model contain battery boxes built to accommodate larger capacity batteries than the manufacturer and Approved Standard Models Atlas Car and Manufacturing Co.: HP-3, 3-EA-62, 3-EA-17, 3-DWT-2, 2-WT-2.

Automatic Transnortation Co.: LN-2, LN-3, LO-5, TLN-2, TLN-3, TLO-5, CHTF-2, THTF-L-4, THTF-L-6, TETF-7, THTF-M-10, TN-4, TN-6, TW-4, TW-6 in platform lengths 36, 48, 60 & 72 inches and heights 6, 7, 9, and 11 inchesmotorized lift truck TS-103, 2000 & Crane attachment, Baker-Raulang Co.: E-2, E-3, E-5, H-2, H-3, H-5, JOM-20, JOM-40, JOM-60, CXA, CXB, CXF.

Clark Equipment Co.: Electric Comet, Electric Plate, Electric Stalwart 6025; Lemur, Fisher, Mink, Otter, Badger, Panther, Lion, Comet, Tops, Plate, Stalwart 6025, Stalwart 7025, Clarkat, Standard, Mill.

Crescent Truck Co.: LA-3, NA-4, LDLF, NBR-4, NDRE-4, NDRE-6, NCRE-4, NCRE-6, NCDE-4, NCTE-10, NTW.

Dallas Machine and Locomotive Works, Incorporated: PH-462-130, PH-562-130, PH-662-130, 4MH-4560, 4MH-5170, (Concluded on page 60)

(Concluded on page 60)

MUTOT TRANSPORTATION

Low-Rate Cargo Has Hard Time

Possible freight rate advances in road transport have traffic managers guessing as to who is going to carry the burden, brought about by higher truck operating costs. Much of the worrying is being done by shippers who have lowrate commodities to move. Already some dried fruit companies are having trouble in securing the use of trucks. Other low-rate commodity shippers whose products are price-fixed under O.P.A. ceilings would be willing to pay more for over-the-road services, but this isn't possible when their selling price is pegged. In a number of instances, low-revenue items have made up for low rates by arrangements such as 24-hr. loading, prior notice calls, trucks loaded by shipper employes, etc.

Shippers who possess well-run loading facilities and thereby save the truckers serving them considerable time are trying to figure out ways that will compensate them for the extra expense incurred in making possible the efficiency on their docks. It is believed that an hourly charge basis may be the outcome on this line of reasoning. The thought is that shippers that get extra service should pay extra and that the rate structure should apply only to average conditions.

A.T.A. Directors to Convene Only at St. Louis

Because of the war emergency and the Government's desire that large assemblages be avoided, what would have been the 9th annual convention of the American Trucking Associations, Inc., this year will be restricted to a 3-day session of the board of directors. This annual meeting will be held at the Jefferson Hotel, St. Louis, Mo., Oct. 18 to 20.

The meeting will be strictly a war convention and a complete record of the far-flung operations of the trucking industry to help the United Nations hasten the day of victory will be disclosed. Regrettably, in the present situation there can be no truck rodeo such as has been a tremendous feature of recent A.T.A. conventions but there will be full, enlightening discussions of problems confronting the industry in its effort to



The movie colony has had an unusual opportunity to see and appreciate how fine a job the USO is doing for our men in the army and navy—through USO clubhouses, camp shows and many other services that make the life of service men easier and brighter.

Because we know this and believe in it so strongly, all of us in Hollywood are giving everything we can to support this great undertaking.

Won't you join us? Whatever you can give will help.

Bette Lais

Send your contribution to your local USO chairman or to National Headquarters, USO, Empire State Building, New York City.

help win the war and at the same time serve the civilian needs of the Nation.

These problems include automotive rationing and the conservation of highway equipment and national leaders in the transportation field, including Federal officials who are directing the transportation phases of war activities, will be among the speakers.

The meeting will be concluded with the annual election of officers.

I.C.C.'s Right to Limit Contract Carrier Field Upheld

The I.C.C. has been upheld in its authority to limit operating permits of contract carriers to those types of business served on July 1, 1935. A decision of the U. S. Court for the District of Minnesota denied the complaint of John F. Noble that such limitations were beyond the scope of the Commission's power and a violation of the Motor Carrier Act.

The case was taken to court on an appeal by the carrier from a ruling by the Commission limiting the Noble Transportation Co. contract carrier operations to persons operating as food canners or meat packers.

The unanimous decision of the judges is the first involving the so-called Keystone principle to be handed down by a court and the vedict clarifies the position of the I.C.C. in its interpretation of the Motor Carrier Act.

Following the principle adopted in the Keystone case, the Commission ruled that the carrier on July 1, 1935, was serving only canneries and meat packing houses, and, accordingly, included the limitation, thus enabling the carrier to continue to render the type of service it was rendering on the "grandfather" date. Noble contended the Commission misinterpreted the Motor Carrier Act when it concluded that it had the power to limit contract carriers to such business served on that date.

Canadian Cut-Off for U. S. Trucks

Completion of plans for operation of United States-owned trucks between Port Huron, Detroit, Buffalo and Niagara Falls over the so-called Canadian cut-off rather than via the longer American route around Lake Erie is expected soon. The plan applies only to trucks authorized by the I.C.C. to operate between the 4 mentioned points. They must carry war materials only. Significant features are the omission of any requirement for a U. S. customs bond and the sealing of all trucks using the cut-off by U. S. authorities.



Acetylene Generators Save Swiss Cars

Substitute fuels continue to occupy the attention of motorists and automobile engineers in most of the European countries. Although Switzerland is not a belligerent, it suffers as much from the shortage of motor gasoline as any of the countries actually in the struggle, for it has few sources of possible substitute fuels.

Fortunately, there is plenty of water power in the country, and this may explain why attempts are now being made in Switzerland to use acetylene produced from calcium carbide. As a matter of fact, acetylene generators for use with motor vehicle engines are now being marketed in the various countries. They may be divided into 2 classes -automatic and hand-controlledand they can be classified also according to the method of feed into carbide-to-water and water-tocarbide generators. Seven different equipments are marketed in Switzerland, and all of them are comparatively light and neat.

A particularly attractive equipment, known as the Carbor, was developed by General Motors Suisse. It comprises a long cylinder which can be readily fitted to the front of the car. The cylinder is divided into 5 compartments, which are filled with calcium carbide. Water is carried in the gasoline tank at the rear of the car to the generator by the regular fuel pump, but the actual delivery of the water to the carbide chambers is by drip feed. The amount of calcium carbide which can be carried in the generator of a Chevrolet is equivalent to about 6 gals. of gasoline.

Owing to the highly detonating

quality of acetylene, in Switzerland it is used in combination with methyl alcohol, which has strong anti-detonating qualities. In France, on the other hand, ammonia gas is used as anti-detonant, the mixture consisting of 78 percent acetylene and 22 per cent ammonia.

The use of acetylene as a motor fuel cuts the maximum speed about 10 per cent, but the engine can be started instantly and acceleration is just about as good as with gasoline.

A chemically correct mixture of acetylene and air consists of one volume of acetylene gas to 12.5 volumes of air. The difference between the maximum engine outputs with gasoline and acetylene undoubtedly is due chiefly to the difference in the densities of gasoline vapor and acetylene. The former is about 5 times as dense as the latter and occupies only about 1.5 per cent of the volume of the mixture, instead of 7.5 per cent. Therefore, less air can be drawn into the cylinder per cycle when acetylene is mixed with it in the proper proportion than when it is mixed with gasoline vapor, and less fuel can be burned.

Tells How to Run on Half of Cylinders

By employing a simple inexpensive trick, automobile owners can get 30 to 40 per cent more mileage from their fuel. The method involves operating the cars on half their cylinders. As explained by J. G. Moxey, assistant chief engineer of the Sun Oil Co.'s research department, the method boils down to 3 steps:

Removing valve lifters from every other cylinder so that both intake and exhaust valves remain closed; pinching together the points on spark plugs in the non-working cylinders so that there will be no ignition spark; and carburetor adjustments to cut the flow of gasoline.

Some carburetors require 2 new parts, a larger metering pin and a low-speed jet. Other carburetors can be adjusted by blocking off hilf of the working unit. The 2 new parts, it is stated, are not available at present, but carburetor manufacturers have indicated they will stock them.

The whole operation costs about a day's labor and a few dollars for new parts if needed.

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First Big-Scale Plant for Synthetic Rubber

Rubber Synthetics, Inc., has started construction on a 900-acre site near Gary, Ind., of the Nation's first big-scale plant for production of synthetic rubber. Three oil companies, including Standard of Indiana, Sinclair Refining and Cities Service, all of whom operate refineries in the adjacent area, will contribute by-products from which butadiene, major ingredient of Buna rubber is made. Another important element, styrene, will be supplied from a plant operated on this site by Dow Chemical Co., while United States Rubber Co., and Firestone Tire & Rubber Co. will also have a part in operations of the new plant.-Slawson.

Trucks Active in Salinas Synthetic Rubber Area

Trucks in central California are being called on to aid in the establishment of a great new guayule (synthetic rubber producing plant) growing center in the Salinas Valley. Already, 22,000 lbs. of guayule seed are in process of being sown and sufficient seedlings are expected to be sprouting by next January to plant between 50,000 and 60,000 acres of land. The anticipated yield per acre at the end of 9 mos. is about 1,164 lbs. of rubber.

A new seeding plant is being built in Salinas Valley which is 200 ft. long and 80 ft. wide. Shops, laboratories and living quarters for 1,000 men are practically completed.—Gidlow.

Repair Call-Backs Allowed

A general permit allowing repair and service trucks to make calibacks was issued Aug. 12 by the O.D.T. The permit applies only to trucks engaged exclusively in the transportation of repair or service men and their supplies or equipment.

(Continued on page 33)



The amount of calcium carbide that can be carried in the generator of a Chevrolet is equivalent to about 6 gals. of gasoline.

FROM The Capital

Army and Lease-Lend Materials Shipments Speeded Up By New Transportation Agency

THE establishment of a Transportation Agency in Chicago has been announced by the War Dept. as a step to speed shipments of Army and Lend-Lease material, equipment and supplies by motor, rail and inland waterways from the Mid-West.

It is part of the new Army Transportation Corps, Services of Supply, which operates similar agencies at Detroit and Pittsburgh, Pa. Others may be created soon, it has been announced, to handle the rising flood of war goods from plants.

The Transportation Agency will administer and supervise all of the activities of 5 branch offices. Two of these, the U. S. Army Consolidating Station and the Traffic Control Agency, both in Chicago, are already in existence. The program calls also for establishment of a Highway Agency in Chicago and so-called Regulating Stations in Evansville, Ind., and Cairo, Ill.

The Transportation Agency will be under command of Colonel Harry G. Williams, Quartermaster Corps, who until recently was the Commanding Officer of the Port Agency at Philadelphia.

The Consolidating Station was authorized June 12, 1942, to alleviate the strain on railroad freight facilities. Its purpose is to convert less-than-carload Westbound shipments into solid carloads, thus saving considerable time, money, and freight cars in handling small but essential Army shipments.

The Traffic Control Agency coordinates and expedites the movement of Lend-Lease and War Dept. materials. The Highway Agency will be responsible for providing necessary highway transportation facilities and services, including truck, business and passenger car operations, required for movement of personnel and supplies in which the War Dept. is directly or indirectly interested. It does not include, however, so-called organic or Army motor transport.

The new regulating stations are designed to prevent traffic congestion to specified points. They will serve in controlling the movements of war materials by holding, rerouting, and other means of ship-

ments amounting to at least one carload or truckload of freight, if a pile-up is threatened at their destinations.

Another major purpose of the Transportation Agency is to assure that properly qualified transportation officers are placed in strategic areas to see that vital traffic flows smoothly. The agency also will contact the manufacturing concerns in its area, principally those producing war materials, to smooth out any transportation difficulties.

Officers of the agency will discuss with the manufacturers such things as securing proper equipment, routings, and services by rail, highway, and inland waterways.

They will also check into proper packaging and crating of goods to assure safety in shipment as well as to see they occupy a minimum amount of space on the carriers.

—Manning.

Air Priorities Offices to Expedite Shipments

Seven Regional Air Priorities Offices of the Air Transport Command have been opened in various parts of the United States to expedite air shipments inside and outside the continental limits of the United States, it has been announced by the War Dept. These offices are in Washington, D. C., New York, Chicago, Miami, Kansas City, Seattle, and Dayton.

With exception of those in Washington and Seattle, regional offices may issue priorities, in accordance with current directives covering passengers and cargo transportation, only within the continental limits of the United States.

The Seattle office, will in addition to handling priorities within the continental limits of the United States, also administer priority procedures covering passengers and cargo between the United States and Alaska. The Washington office is divided into the Foreign and Domestic Sections. The Domestic Section, in addition to handling priorities covering transportation within the continental limits of the United States, will also administer

priority procedures on passengers and cargo destined from points within the United States to Mexican and Central and South American points, including the West Indies. The Foreign Section of the Washington office will be responsible for administering priority procedures covering the transportation of passengers and cargo to all other foreign points.

Specific purposes for which Regional Air Priorities Control Offices have been established are:

Decentralization of authority for granting priorities, thereby expediting the granting of priorities for passengers and cargo, the transportation of which is essential to the successful prosecution of the war and which cannot be successfully moved by surface transportation. It is stressed that both the above requirements must be filled, namely: (1) Transportation be essential to the successful prosecution of the war and, (2) cannot be successfully accomplished by surface carriers.

Placing of representatives at strategic points in charge of specific territories for the purpose of instructing government agencies and commercial organizations in the rules and regulations pertaining to the granting of priorities.

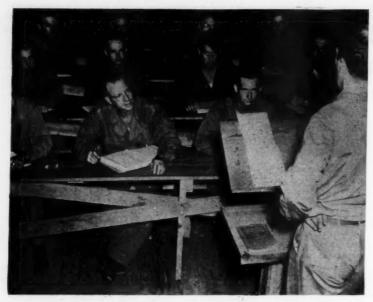
To enable the Air Priorities Section, through the reports of its Regional Office Commanding Officers, to analyze the requirements of the Nation so far as priority rules and regulations are concerned.

Additional Regional Air Priorities Control Offices are in process of establishment at other strategic points throughout the country, the opening of which will be announced as rapidly as they are placed in operation.—Manning.

Jap Warehouse Seized

Alien Property Custodian Leo T. Crowley has announced that the Government has taken over Japanese-owned shares of Gosho Concentration and Compress Co., Galveston, Texas, a cotton warehousing firm with facilities for the storage of 22,000 bales and with assets in excess of \$350,000.

—Manning.



Subsistence accounting. Members of a Camp Lee class in army warehousing learn about accounting procedure followed by a field commissary. Progress is constantly checked by "observo" tests, with written examinations at weekly intervals. (All photos from Camp Lee Pub. Relations-Signal Corps.)

A Fighting Front

is only as strong as its

Line of Supply.

HE modern streamlined methods employed in the distribution and warehousing of army supplies by the Quartermaster Corps will be a big factor in our future victory over the axis. In modern warfare, the lightning-swift attacks of mobile units that sweep across miles of country in no time at all must be matched by equally effective, and mobile, storage and distribution of the means of making war. A fighting front is only as powerful as its line of supply.

In the United States at war,

A model warehouse has been constructed, to exact specifications, in which trainees set up goods as they will later—based on the classification number within the 74 different standard army classes. Sliding doors in the model move along tiny curtain rods; roller pins are made of fish hooks; the windows contain real glass.

there is a vast new system of army warehouses and depots out of which every arm of the service, The Army Believes That Good Warehousing Will Go a Long Way Towards Helping Win This War.

As a Result, It Has Instituted a
Training Course at Camp Lee, Va.,
Where Trainees Are Made As Expert as Possible in the Problems of
Storage and Distribution That Are to
be Met With at Home and in the

Field of Combat.

Pfc. Herbert E. French

Public Relations Office,

Quartermaster Replacement

Training Center, Camp Lee, Va.

at home and overseas, must be supplied. This has meant a tremendous increase in army warehouse personnel in the past few months, and a consequent training of scores of new army warehouse foremen and experts in the problems of wartime distribution. Many of these new men are today being trained at the Quartermaster Replacement Training Center, Camp Lee, Va.

Here soldier-trainees selected by Army Classification and Assign-



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After the stiff basic military course is completed at Camp Lee's Quartermaster Replacement Training Center, these men march away to special technical training in army warehousing. Discipline carries through the entire training period, and students march to class in columns of twos.

ment for their excellent business and educational background, are given special training in the Warehouse, Commissary, & Depot Supply Training School: former warehouse managers and foremen, production managers, auditors, sales managers, wholesalers, CPA's, lawyers, purchasing agents and buyers, brokers, salesmen, distributors, cost accountants. Many of the men were employed in civil life in Quartermaster Depots.

At Camp Lee, these men are

trained as soldiers first and specialists afterward, since they receive full instruction in basic military training through which they will be prepared to defend themselves under any of the anusual conditions of modern warfare that they may have to face in the field. The soldier in an army depot is as liable to attack from the air as the infantryman at the front, and so today the Fighting Quartermaster Corps is learning at Camp Lee to take care of itself. The trainee drills long

hours, acquiring discipline, military formations, group coordination. He learns to roll his pack, put on his gas mask in split-second time (with a special trip into the gas chamber to accent his speed). He is taken on long treks into the country around Camp Lee-historic and hallowed ground where the forces of the North and South lay locked in mortal combat for so many months before the final fall of Richmond during the Civil War. On bivouac, he pitches his shelter-half with another soldier, and sleeps under it. Most important of all, he spends hours on the rifle range, getting fully acquainted with a soldier's best friend, his rifle.

Only then does the new soldier enter classes in the technical training school. At Camp Lee, specialists are trained in all of the numerous wartime trades whereby the Quartermaster feeds, clothes, and cares for the army. There are schools for truck-drivers, mechanics, carpenters, plumbers, tex-



Trainees being instructed on how the Quartermaster Corps operates warehouses in the field. Graphic illustration takes an important place today in training the army warehouseman.



Trainees examine the field ration board, with mounted specimens of C, D, and K rations. Ration C contains 6 cans of previously cooked food, hermetically sealed in cans—combat ration weighing 4 lbs. $1\frac{1}{2}$ ounces; K is the new "k" blitz or pararation, for use of paratroops or other mobile units, containing 3 packs (the 3 meals that make up a daily ration), and weighing 2 lbs.; D-emergency ration, containing 3 bars of concentrated chocolate.

tile .repairmen, cooks, bakers-and warehousemen.

Ideal warehousing for the army would approximate ideal warehousing in any civil enterprise. This would first of all mean a vast number of large, permanent buildings. In war, supplies are of most importance at the front, where there are few large structures that either could be or would be used for storage. So the warehouseman must be trained to meet any exigency of modern warfare and particularly the necessity of temporary storage under tarpaulins, with effective weather protection and camouflage. Classes in theory and actual practice are closely correlated, and alternate so as to bring instruction and problems in sessions immediately following one another.

Tests are given at regular intervals, with special observo quizzes from time to time. For an "observo," an officer makes notes during a lecture, and later the class is halted long enough to give a quick "true or false, yes or no" test. This type of test gives averages for the different classes, as well as information on the points in the lecture which need special future emphasis in order to be sure that they are altogether clear to the trainees. Also, as contrasted with a written examination, which allows time for detailed answers, this is a good check on the student's immediate grasp of prob-

Field operations-the coordina-

tion of all work of the warehousing commissary and depot supply with the activities of the army in the field—is first studied, giving the student an immediate broad picture of the entire field of his wartime activities; procurement, the obtaining of supplies through local or other purchase; property accounting in the general warehouse; requisition from the general warehouse; subsistence accounting-field and sales commissary; storage and issue-first in a standard warehouse (the proper arrangement of fire aisles. checking aisles, main aisles, etc.). proper storage by either the block or numeral system, setting up retail stock in bins, segregation of supplies by classification number within the 74 standard classes, and alphabetically within the classifications. In as short a time as possible, lectures are given covering all of these important phases of the warehousing field. Thenstorage and issue in the field.

The lectures are supplemented with problems that bring in the many situations that the warehouse foreman will have to face. A problem might involve the requisition of cots, flashlights, rifles, and gas masks, which would call for setting up separate requisition forms for each arm of supply—cots, Quartermaster Corps; flashlights, Signal Corps; rifles, Ordnance; gas masks. Chemical Warfare.

Currently, a standard textbook is in process of being printed for

the use of future classes, prepared by the staff of the school as a digest of all the technical manuals, circulars, and governmental pamphlets on the subject issued during the past few years. Today, lectures are based on summaries drawn from "Storage and Issue," "Property Accounting," and a host of other U. S. Army technical manuals.

Warehousing is one of the branches of Camp. Lee's Supply Training School, under the direction of Col. John V. Rowan, and the command of General Rowe. The officer in charge of the Warehouse Commissary & Depot Supply Training School is Lieut. Frank X. Walsh, who was formerly Coordinator of Officer's Training in Specialized Administration & Supply and Assistant Director of Supply Training for the Clerk's School at Camp Lee. In civil life, he was associated with the Standard Oil Development Co. of Elizabeth, N. J., as a research automotive engineer.

1st Lt. Robert Altieri was formerly with a Japanese importing firm in Chicago, where he also taught accounting at night, and later worked with the U. S. Post Office. Lt. W. V. Ruble has been in the army commissary section since 1928, and was an instructor in the R.O.T.C. Unit at Harvard University last year, teaching property accounting, storage and issue, administration, and commercial transportation, Lt. Harry J. O'Grady was an accountant with Railway Express Agency, New York.

Lt. D. P. Wright was with the army for many years, 9 of them in post property, and warehousing in the property branch. Lt. Morris Baron was for 7 yrs, with the army, in the Hawaii Quartermaster Warehouse at Honolulu, on warehouse subsistence supplies, later at Fort DuPont, Delaware. M/Sgt. W. L. Prizer was for 5 yrs. connected with branch office management and warehouse operation with the Socony Vacuum Oil Co. M/Sgt. L. Schaffer was manager of a chain of warehouses in New Jersey. S/Sgt. I. W. Jeannes was a warehouse superintendent and shipping clerk with Standard Oil Co. of New Jersey, and until June, 1942, cold storage foreman, Richmond railhead. S/Sgt. R. G. Boughman was a salesman with the Armstrong Cork Corp. out of St. Louis, Mo.

Sgt. S. J. Duboff was a CPA with Seidman & Seidman, New York. Cpl. R. E. Cree was in coal and awnings, Columbus, Ohio. Cpl. George Sokolay was production

(Concluded on page 90)

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Double decking a load of crated rivet coolers in a Utility Loader car.



Above—Multiple decking of crackers and bakery products, made possible by cross members which eliminate slackness or shifting in transit. Thus, this fragile commodity can be loaded to car capacity without fear of crushing.

Below—Locking the load. For safety in transit the load is locked after slack has been eliminated to prevent movement or shifting. Worker herewith shown wedging cross member firmly against shipment in a Utility Loader car.



Capacity Loader

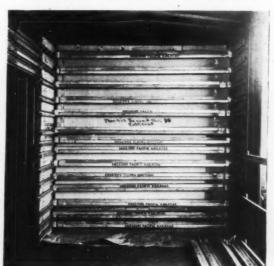
Utility Loader, Now Used by Several Railroads, Openly Accepted by Many Shippers as a Solution of Speeding Up Shipments, Cutting Claims and Damages and Doing Away with Dunnage

THE O.D.T. order calling for full visible loading of freight cars, see page 6 this issue, has emphasized the need of equipment that will solve the stowage problem inherent through carrying out such an order. The Utility Loader, made by the Evans Products Co., Detroit, has been accepted by several railreads and many shippers as a practical answer to this question, particularly because it is not limited in application or performance. Grain, flour and cement are typical box car loads which can be hauled; odd sizes and shapes, fragile or hazardous loads in a single carload, are claimed to present no problem. This loader is designed to accomplish what no box car has ever done, namely, the securing of a load in such a way as to eliminate all damage and dunnage. Glassware, which is now superseding canned goods; earthenware, pharmaceutical supplies, large projectiles and other fragile goods can be loaded to car capacity.

It is claimed that 90 per cent of damage in transit can be traced in ordinary box cars to slack in the load. In the Utility Loader, slack elimination is made possible through the use of a "Persuader," which tightens the load, unit by unit. Thus, the load is held so compactly that vertical vibration cannot cause units of the load to bounce up and down independently.

The loader might be regarded as a unit car because it can be divided into as many units as desired, each unit being locked firmly in position independent of each other unit. The loader consists of specially de
(Continued on page 87)

Loading to eaves. Crackers, loaded in thin cartons, usually can only be stacked about 40 in. high without damage within themselves. With this loading equipment the entire cubical contents were used. The average load is 32,000 lbs.; this load was 62,000 lbs.





Packing Burgess Battery products for Antarctic Expedition

Batteries Too Are Warehoused at Key

By Allan Harris General Traffic Manager, Burgess Battery Co., Freeport, Ill.

CENDING through the channels of distribution even a small line of products involves considerable thought and planning, but when it comes to a line such as that of the Burgess Battery Co. (home office at Freeport, Ill.), consisting of hundreds of items, the job is that much more difficult. Behind this company (one of the associated companies of the Burgess organizations) are years of research by its organizer and chairman, Charles F. Burgess. Organized in 1917 from small beginnings, it now can boast of being one of the largest organizations of its kind in the country. Its products are not only sold in this country, making prompt delivery from spot stocks maintained in public

Interior of one of the salesmen's trucks, showing the shelving and compartments permitting an orderly arrangement of the load. The slanting platforms at sides on the floor of the truck prevent package shifting.

warehouses at strategic points, and from salesmen's stocks carried in motor trucks, but they are also sold in many foreign lands.

The company manufactures dry

batteries of almost every conceivable type, too numerous to mention here, many of which are indispensable to the conduct of the world's everyday affairs, while



others are required in the many phases of scientific progress. them are batteries for Among flashlights and lanterns of every kind, for portable and aircraft radio receivers and transmitters, for electric fences, model aircraft and midget auto motors, for telephones, for sound projectors, dry shavers, hearing aids, electric clocks, and for other general utility and special uses. Then there is a line used by railroads for work lanterns; focusing headlights for hunters, fishermen, doctors, firemen; head flares for bandmen and paraders; and batteries for specialties ranging from small souvenirs to those used for buoys for marking river and harbor channels at night. The company is proud of an exhibit of Uni-cels used as trail markers by the rescue party on Admiral Richard E. Byrd's second Antarctic Expedition; others that were carried by Howard Hughes on his round-the-world flight in 1938; some that were used in the United States Army-National Geographic Stratosphere flight in 1935; and those used on the Harvard-M.I.T. Eclipse Expedition to Aj-Bulak, U.S.S.R. in 1936.

To move the work from raw material through the production department, the packaging, and ultimate transportation to cus-



Allan Harris, general traffic manager, **Burgess Industries**

tomers have required the working out of a more or less intricate system under the supervision of a traffic manager working in close cooperation with the purchasing, production, sales and shipping departments.

The purchasing department must be given rates, minimum weight and route information to determine quickest and cheapest methods to transport raw materials so that inventories may be kept at a minimum. Rate and weight information is necessary to determine the most economical size of orders. Tracing and expediting of incoming shipments also come under the supervision of the traffic manager.

The production department must be given routing and transit time to enable the production department to determine when stock must be ready to meet certain delivery or sailing dates. Special transportation of handling equipment for installation and the shipping of heavy machinery must be arranged for by the traffic department; and schedules furnished of in- and outbound carrier service so that shipments shall go forward without

The sales department requires the co-operation of the traffic department on the rates and minimum weights to enable that department to broaden territories in which sales can be made profitably, to develop pool car service, stop-intransit and warehouse arrangements. Aid in the extension of sales territories by securing freight rate adjustments is also sought from the traffic department, and in the allotment of traffic between carriers (reciprocity sales of flashlight and lantern batteries to carriers).

The shipping department consults the traffic department regarding the furnishing of rules and regulations covering packing, loading, and unloading. Consolidation of shipments, car spotting, billing, proper loading, methods of shipment, etc., also are under the supervision of the traffic depart-

Packaging problems have been practically eliminated through the assistance of packaging specialists and testing laboratories. For counter display, but primarily designed as an automatic salesman for retail trade, the theft-proof vendor has saved many a step for the merchant and eliminated petty thieving - flashlight batteries being small and a constant temptation to pilferers. Bulbs and batteries are displayed under glass, and a tester is mounted on top of the housing. For shipping purposes, wooden boxes, formerly used, have been replaced by corrugated fiber cartons, which have proved very satisfactory and have reduced packing and freight costs approximately \$20,000 a year. For export shipments, however, wooden boxes are still used.

Products, of course, vary in size, some small enough that 200 can be packed in a shipping container, (Continued on page 71)

Loading freight cars on the Burgess siding.

at Key Points to Insure Prompt Delivery



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Factories ON THE MOVE

Wartime censorship imposes restrictions on the publication of definite locations of various projects, as well as certain other information. We are naturally adhering to these requirements and feel certain that readers will understand and approve of these omissions.

National Electric Instrument Co., 36-06 43rd Ave., Long Island City, N. Y., manufacturer of optical and electro-medical instruments, has leased one-story industrial building at Corona Ave. and 94th St., Elmhurst, L. I., about 20,000 sq. ft. of floorspace, and will occupy for new plant. Equipment will be installed at early date.

Philadelphia Preserve Co., Tulip and Dauphin Sts., Philadelphia, manufacturer of prepared foods, has leased one-story building at American St. and Susquehanna Ave., about 17,000 sq. ft. of floorspace, and will improve and occupy for expansion. Equipment will be installed soon.

American Aviation Corp., 420 Lexington Ave., New York, N. Y., and Furniture Manufacturers' Bldg., Jamestown, N. Y. (temporary offices), recently organized, plans early erection of plant for assembling of plywood glider-type aircraft at Ellicott, near Jamestown municipal airport. It will be one-story about 100 by 325 ft., reported to cost close to \$250,000, with machinery and equipment. Proposed to begin work soon. R. N. Webster is president (also head of the Standard Aircraft Products, Inc., Dayton, Ohio; and Production Engineering Co., Greenwich, Conn.).

Wackman Welded Ware Co., 2412 S. 7th St., St. Louis, Mo., manufacturer of steel tanks, drums, etc., has acquired an industrial building at Victor and 9th Sts., and will improve and equip for expansion.

American Cyanamid Co., 30 Rockefeller Plaza, New York, N. Y., manufacturer of industrial chemicals, etc., has approved plans for new plant in vicinity of Navigation Blvd., Corpus Christi, Tex., comprising several large units, estimated to cost close to \$500,000, with equipment. Erection is scheduled to begin at once.

J. W. Carter & Co., Inc., Nashville, Tenn., manufacturer of shoes for men and boys, has leased a one-story industrial building at Cookeville, Tenn., and will remodel and equip for new branch factory. Machinery and equipment will be installed for initial output of about 4,000 pairs of shoes daily.

Elkin Tool Co., 1365 Eastlawn Ave., Detroit, manufacturer of tools, dies, gages, etc., has awarded contract to Stibbard Construction Co., 3000 Grand River Blvd., for new one-story plant at 9818 Grinnell Ave., for which superstructure will begin at once. Cost reported over \$40,000, with equipment.

Kenrad Radio Tube Co., Owensboro, Ky., manufacturer of radio tubes and kindred products, has secured factory property at Tell City, Ind., and will modernize and equip for new branch plant. Cost reported over \$85.000, including equipment.

Great Lakes Carbon Co., 910 South Michigan Ave., Chicago, manufacturer of carbon electrodes and other carbon products, has approved plans for immediate erection of new plant on 18-acre tract of land at Torrence Ave., 114th St., and Calumet River, acquired several

months ago. It will comprise several one and multistory buildings for calcined carbon production, estimated to cost close to \$500,000, with equipment.

S. J. Campbell Co., 1335 West Altgeld St., Chic: go, manufacturer of upholstered furniture, has arranged for lease of industrial property at Madisonville, ky., known as the Burchfield Bldg., and will remodel and equip for new branch plant. Machinery and equipment will be provided for employment of about 400 workers. Work will be carried out soon.

Ohio Bedding Co., 1257 Parsons St., Columbus, Ohio, manufacturer of mattresses, etc., will begin work soon on new one and 2-story factory, about 38 by 50 ft., at Frebis and 22nd Sts., and will remove present plant to that location on completion of structure, expanding capacity. Cost reported over \$25,000.

Warner Co., Inc., 219 North Broad St., Philadelphia, lime, sand and other building materials, will construct and operate new plant for production of magnesite for Government, exact location withheld. It will comprise several large one and multi-story processing and production buildings. No official estimate of cost sannounced, but will represent large investment, with financing provided by Defense Plant Corp., Washington, D. C., a Federal agency. Work will be carried out at early date.

Kolimorgen Optical Co., 2 Franklin Ave., Brooklyn, N. Y., manufacturer of optical goods, lenses, etc., has leased a new 4-story factory, about 80 by 122 ft., to be erected at 12-22 Franklin Ave., and will occupy for plant as soon as building is completed. Large increased production will be carried out at new location. Cost reported over 175,000, with equipment.

Wheelock, Lovejoy & Co., Inc., 1834 S. 54th Avc., Cicero, Chicago, steel products, has approved plans for immediate construction for new one-story building, 80 by 310 ft., at 1925 S. Kilbourn Ave., for warehouse service. Cost reported over \$80,000, with equipment.

Pratt Chair Co., Calhoun, Tenn., manufacturer of chairs and other furniture products, has leased an industrial building at North Athens, Tenn., known as the Prather Bldg., and will remodel and equip for new plant. It will be operated under name of Athens Chair Co., to be formed for that purpose. Cost reported over \$40,000. Floyd Pratt is president.

National Carbon Co., Inc., 30 East 42nd St., New York, N. Y., manufacturer of carbon and chemical products, a subsidiary of Union Carbide & Carbon Corp., same address, has plans maturing for new plant in vicinity of Morganton, N. C., for production of electrodes and other carbon specialties. It will consist of a series of one and multi-story processing and production buildings, equipped for large output. Cost estimated about \$6,000,000, with financing to be provided by Defense Plant Corp., Washington, D. C., a Federal agency. Work is scheduled to begin soon.

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Burlington Mills Corp., Burlington, N. C., manufacturer of cotton and rayon products, has purchased mill of Vamoco Mills Co., Franklinton, N. C., which recently discontinued operations, and will remodel and equip for new mill. It is proposed to remove certain machinery and equipment from other mills of company for installation in new plant. Work will be carried out at once.

D. W. Onan & Sons, 43 Royalston Ave., Minneapolis, Minn., manufacturers of airplane generators, parts, etc. have leased one-story building at 324 25th Ave., So., and will remodel and equip for new branch plant. Project will proceed immediately.

A. O. Smith Corp., 3533 No. 27th St., Milwaukee, Wis., manufacturer of steel products, will remodel and expand an industrial plant at 2185 No. Prospect Ave., for production for Government. Machinery and equipment will be installed for large output. Entire project will cost over \$300,000, with financing provided by Defense Plant Corp., Washington, D. C., Federal agency, which now owns the property noted. Work scheduled to be carried out at once.

0 0 0 Goodyear Tire & Rubber Co., 6701 So. Central Ave., Los Angeles, Cal., begins work soon on new plant for processing synthetic rubber for Government, to be located on part of 280-acre tract of land in vicinity of city, exact location withheld. It will comprise several large one and multi-story buildings, estimated to cost close to \$5,000,000, with machinery and equipment. J. Gordon Turnbull, Citizens' Bldg., Cleveland, Ohio, is consulting engineer. Firestone Tire & Rubber Co., 2525 Firestone Blvd., Los Angeles, will participate in this project, and will build a similar mill on adjoining site, likewise consisting of a number of large buildings for synthetic rubber production. It will cost approximately a like amount. Entire project will be financed by Defense Plant Corp., Washington, D. C., a Federal agency. Main offices of both companies noted are at Akron, Ohio. 0

Karr Mfg. Co., Inc., 1825 So. Kinnickinnic Ave., Milwaukee, Wis., manufacturer of machinery, tools, etc., has leased a 4-story plant, about 43 by 100 ft., at 2165 So. First St., and will remodel and equip for expansion. Work will be carried out at once. No estimate of cost appropried

Heintz Mfg. Co., Inc., Front and Olney Sts., Philadelphia, Pa., manufacturer of steel automobile bodies and other steel products, has leased a 2-story industrial building at 835-49 West Rockland St., about 40,000 sq. ft. of floorspace, and will improve and equip for new branch plant.

Mathieson Alkali Works, Inc., 60 East 42nd St., New York, N. Y., manufacturer of acids, industrial chemicals, etc., plans new plant for production of synthetic ammonia for Government on site in South, exact location withheld. It will include a number of large processing and production buildings, with power house and miscellaneous structures, reported to cost about \$9,000,000. Work will begin soon. Financing will be provided by Defense Plant Corp., Washington, D. C., a Federal agency.

H. A. Wilson Co., 105 Chestnut St., Newark, N. J., operating a precious metal refining works, has purchased industrial buildings at 213-21 Chestnut St., about 25,000 sq. ft. of floorspace, and will improve and equip for plant. Work will be carried out at once.

Randall Commercial Body, Inc., 1165 Randall Ave., Bronx, New York, N. Y., manufacturer of commercial automobile bodies, has purchased a one-story building at 160th St. and Park Ave., Bronx, and will remodel and equip for new plant.

Panish Controls, Inc., 1257 Kings Highway, Bridgeport, Conn., E. J. Panish, head, will begin immediate erection of new one-story plant, about 75 by 75 ft., on Bennett St., to be equipped for production of mechanical equipment. Cost reported close to \$30,000, with machinery.

Caine Steel Co., 1820 No. Central Ave., Chicago, steel products, has approved plans for new one-story branch plant at Memphis, Tenn., for storage and distribution of steel specialties. Erection contract has been let to Lee Construction Co., 1467 Lamar St., Memphis, and work will begin at once. Cost reported over \$250,000, with equipment.

Simmons Co., Kenosha, Wis., manufacturer of metal bedsteads, mattresses, etc., has had contract cancelled with War Department, Washington, D. C., for proposed new plant in Wisconsin, estimated to cost over \$3,000,000, as recently noted in these columns, and project will not be carried out at this time.

General Aniline & Film Corp., 230 Park Ave., New York, N. Y., manufacturer of dyes, photographic materials, etc., has leased a four-story building at Easton, Pa., previously forming part of mill of Stewart Silk Corp., and will remodel and equip for new central research and development laboratory. Equipment from other laboratories of company will be removed to new location, where operations will be largely concentrated in future.

International Diesel Electric Co., Inc., 7 Dey St., New York, N. Y., manufacturer of Diesel engine-generator units, parts, etc., with plant at 36-50 38th St., Long Island City, has leased one-story factory and adjoining structure, totaling about 35,000 sq. ft. of floorspace in all, at 11-49 44th Rd., Long Island City, previously occupied by Universal Machine Tool Mfg Co. Property will be improved and equipped for new plant, with removal from present location noted and installation of additional equipment for increased capacity.

National Refining Co., Hanna Bldg., Cleveland, operating oil refineries at Coffeyville, Kan., and Findlay, Ohio, plans new plant in Kansas, exact location withheld, for production of 100-octane gasoline for aviation service for Government. It will consist of several large processing and production units, with steel tank storage division and other facilities. Cost estimated over \$3,000,000, with financing to be provided by Defense Plant Corp., Washington, D. C., a Federal agency.

Aetna Ball Bearing Mfg. Co., Inc., 4600 West Schubert St., Chicago, manufacturer of steel bearings, has approved plans for new one-story plant, about 150 by 275 ft., at 4300-36 West Parker Ave., and will begin superstructure soon. Cost reported over \$175,000, with equipment.

Beverage Engineering & Equipment Corp., 2166 West 4th St., Cleveland, manufacturer of bottle-washing and other machinery, plans early construction of new one-story and part basement plant, 90 by 200 ft., at Lakewood Heights Blvd., and New York Central R.R. Cost reported over \$90,000, with equipment.

D. Appleton-Century Co., Inc., 35 West 32nd St., New York, N. Y., book publisher, has leased 3 floors in Wanamaker warehouse building, Broadway and 8th St., approximately 42,500 sq. ft. of floorspace, and will occupy for storage and distribution department. Present warehouse on Hewes St., Brooklyn, will be removed to new location, where such division will be concentrated in the future.

American Hair & Felt Co., 139 Lockwood St., Newark, N. J., manufacturer of jute felt and hair products, (Continued on page 75)

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Personnel

Capt. Amos E. Brooks, formerly secretary-manager of the Southwest Warehouse & Transfermen's Assn., reports that he has been assigned to Field Service, Ammunition Supply, Office of Chief of Ordnance, Washington. He is at the Ordnance Training Center, Barracks Q, Aberdeen Proving Grounds, Md., taking a



Capt. Amos E. Brooks

2-mo. course as an ammunition specialist. Capt. Brooks reports that he is studying hard and now knows that ammunition as a study is far more involved than usually supposed. Later news reveals that Captain Brooks has completed his training and awaits connection with some vital part of Ammunition Supply.

Lt. Clem D. Johnston has resigned his vice-presidency in the Chamber of Commerce of the United States, but is retaining his membership on the association's Domestic Distribution Committee. Mr. Johnston is back again in the Office of the Chief of Ordnance, being located in the Pentagon Bldg., Arlington, Va.

Lt. William Croul is temporarily located at the Ordnance Inspectors School, Naval Gun Factory, Navy Yard, Washington, D. C. He expects soon to be transferred elsewhere.

Mrs. Mabel C. Verschoore has assumed executive direction of the Verschoore Furniture and Storage Co., Chicago, succeeding her late husband, A. J. Verschoore, who passed away Dec. 26, 1941.

George A. Shanahan, president of Shanahan Transfer and Storage Co., Pittsburgh, Pa., was given a surprise party on the occasion of his 50th birthday, June 13. The ringleaders in planning the celebration were some of his competitors.

W. D. Lamport, Long Beach, president of the California Assn. of Port Authorities, has been commissioned a Major in the Army Quartermaster Corps. He is serving at Fort Mason with the Army Transport Service.—Gidlow.

H. G. Cox, secretary of the Oakland (Cal.) Traffic Club, has been made a lieutenant in the Navy.—Gidlow.

Robert C. Lee, executive vice-president of Moore-McCormack Lines, is in London as a delegate to the first wartime session of the Joint Maritime Commission of the International Labor Office.—Gidlow.

T. D. Pratt president of the New York State Motor

Truck Assn., has been appointed a member of the engineering advisory committee of the New York State war transportation committee which is preparing factual materials on vehicular traffic and transportation.

- R. B. Garwood, vice-president, manager and operating executive, Corpus Christi Warehouse & Storage Co., Corpus Christi, Texas, has been commissioned a captain in the Army Specialist Corps, reporting at Atlanta General Depot, Atlanta, Ga. Tom Wimbish will manage the company while Mr. Garwood is away.
- S. T. Davis, manager, Joe Hodges Fireproof Warehouses, Tulsa, Okla., has been commissioned a first lieutenant in the Army Air Corps and will train at Miami Beach, Fla., later reporting at Bowman Field, Louisville, Ky.
- J. C. Howard, formerly manager of the rate and tariff division, general traffic department of the U. S. Rubber Co., New York, has been made assistant director of the O.D.T. Div. of Rates. Harry Wilson, vice-chairman, Trunk Line Assn. and Traffic Executive Assn., Eastern Territory, New York City, has been appointed assistant to the director of the O.D.T. Div. of Rates.
- C. Harris Crook has been appointed traffic manager for the Pratt and Whitney aircraft division of the United Aircraft Corp., East Hartford, Conn.
- G. E. Clinton has become regional traffic manager at New York City for the Consolidated Motor Lines. He has jurisdiction over operations at New York City, Newark, N. J., Philadelphia, and Washington, D. C. J. P. Hanlan is in charge of the line's traffic matters at Brooklyn and Long Island City, N. Y.
- R. L. Fisher has become assistant traffic manager of Manning, Maxwell & Moore, Muskegon, Mich. He occupied the same position previously with the National Grain Yeast Corp., Crystal Lake, Ill.
- J. R. Sloane, New York City, has become Chief of the Raw Materials Section in the Div. of Storage, O.D.T. The new section will cooperate with all Government agencies on matters concerning the storage of liquids and other raw materials. Mr. Sloan was formerly vice-president and general manager of the Oil Trading Co., Inc., New York.

L. B. Beardslee, Jr., Evanston, Ill., has become Assistant Chief of the Real Estate Procurement Section in the Div. of Storage, and will aid in acquiring storage warehouse space. Mr. Beardslee has for the past 10 yrs. been associated with Louis B. Beardslee and Co., Chicago, in industrial property management.

C. M. Moore, East Orange, N. J., has become Deputy Associate Director in the Div. of Railway Transport with offices in New York City. He will have charge of coordination of marine railway facilities.

J. M. Morris, general traffic manager of Campbell Transportation Co., Pittsburgh, Pa., has been promoted to vice-president in charge of traffic.—Leffingwell.

Colonel Wrisley Brown, president of the Terminal Refrigerating and Warehousing Corp., Washington, D. C., was given a special tribute by the board of directors on the completion of 20 yrs. as head of the company. This point in his career was reached June 26, at which time the board of directors passed a resolution extending him congratulations on the event.

K. K. Reid, chairman of the port of New Westminster, B. C., was elected president of the Pacific Coast Assn. of Port Authorities at its convention at San Diego, July 31 and Aug. 1. He succeeds Maj. Gen.

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R. H. Van Deman, U. S. Army, retired, who presided at the sessions. Vancouver, B. C., was chosen as the 1943 convention city.—Herr.

William Fulton, for nearly 2 decades with Norton, Lilly & Co., Los Angeles, has become Los Angeles manager for the Isthmian Steamship Co.—Herr.

G. H. Macomber has been named district traffic manager of the Los Angeles area for United Air Lines, succeeding S. R. Newman, transferred to San Francisco.—Herr.

Allan Wallace has retired as director of traffic for the Johns-Manville Products Corp., New York, having been with the company since 1914, and director of traffic since 1934. R. J. Newberry, general traffic manager, has taken over Mr. Wallace's duties.

Maurice E. Sheehan, at one time president of Monark Freight System, Inc., Chicago, and one of those who helped open the Burma Road, has been granted a leave of absence as revenue auditor for United Air Lines to accept a commission as a lieutenant-colonel in the Quartermaster Corps of the Army's Service of Supplies. At one time he was an executive of the Alaska Steamship Co., Southern Pacific Co., Pacific Greyhound Co., and the Bureau of Motor Carriers.

Charles Milbauer, National Sugar Refining Co., has been elected president of the New Jersey Warehousemen's Assn. Other officers elected are: Vice-president, F. C. Betts, Tompkins Tidewater Terminal, Kearny; secretary, A. S. Liddie, manager of the Newark branch of the Lehigh Warehouse & Transportation Co., Inc.; and treasurer, G. J. Moffatt, Essex Warehouse Co., Newark.

- R. A. Blue, traffic manager of the Tokheim Oil Tank and Pump Co., Ft. Wayne, Ind., has become president of the Ft. Wayne Transportation Club, succeeding R. W. Ruble. Other officers are Dale Tate, vice-president; Ludwig Belbutoski, secretary; and J. S. Buchanan, Jr., treasurer.—Kline.
- A. J. Bardol, secretary-treasurer of the St. Louis Terminal Warehouse Co., St. Louis, Mo., has reported to the Atlanta General Depot to begin his services with the General Depot Service of the Army Services and Supplies. He has been commissioned a captain and expects to be ultimately assigned to the Cincinnati War Aid Depot. Capt. Bardol has been with the St. Louis Terminal Warehouse Co. for 17 years. W. S. Ford. sales manager, and son of the president, A. L. Ford, has taken over Bardol's former duties as secretary-treasurer.—Hoag.
- M. A. Ferris, Jr., assistant secretary of the Merchants Terminal Co., Baltimore, Md., has been elected vice-president of the Baltimore Control of the Controllers Institute of America.
- J. L. Hawkins, Charleston, W. Va., former manager of the West Virginia Motor Truck Assn., has become field office manager of the O.D.T. Div. of Motor Transport at Charleston. H. L. Barnard, Manchester, N. H., former manager and state secretary of the New Hampshire Truck Owners' Assn., has been named manager of the O.D.T. Motor Transport office at Portland, Me.

Corporal James Cashman, a long-time sales representative of the "Al" Naish Moving and Storage Co.. Cincinnati, has entered the officers' school at Ft. Belvoir, Va. He had been at Camp Leonard Wood in Missouri.

H. Grady Meador, division manager of the Gulf Re-

fining Co., has been appointed a member of the board of commissioners of the Port of New Orleans. He succeeds E. A. Stephens who recently resigned in order to promote aspirations for nomination to the U. S. Senate.

George H. Moore, of Wilmington, California, is the newly-elected president of the Los Angeles Harbor Commission; A. M. Rosenfeld, San Pedro, is vice-president. Both officers were chosen at the annual election of the Commission in July.

Dr. Henry F. Grady, president, American President Lines, who has been in St. Mary's Hospital, San Francisco, undergoing a major operation, is reported to be progressing satisfactorily. Told recently that India has accepted and is putting into effect recommendations of the American Technical Mission to India which Dr. Grady headed some months ago, Dr. Grady said: "I am delighted to know that our work in India is bearing fruit."—Gidlow.

Joseph F. Marias, president of the Board of Harbor Commissioners, California, has been chosen to represent San Francisco harbor at the annual meeting of the American Association of Port Authorities scheduled for Sept. 9, in Toronto, Canada.—Gidlow.

Bjorna B. Tunold, former manager of the North American Loading Corp. in Singapore, has been commissioned a major in the Army Quartermaster Corps. He will work with the Army Transport Service at Fort Mason, San Francisco.—Gidlow.

- N. B. Rader, formerly district traffic manager for United Airlines at San Francisco, has been appointed Eastern regional sales manager for the concern in charge of traffic work in United's territory from Denver to the Atlantic coast.—Wellington.
- W. McGirr has become assistant freight traffic manager of the Western Electric Co., Chicago, succeeding H. L. Marshall, who died. R. C. Colton has become motor traffic manager at the Hawthorne plant, Chicago, and G. Howell has been appointed Point Breeze traffic agent, Baltimore.
- A. R. DeCamp has become superintendent of trucking at Chicago for the United States Gypsum Co., succeeding J. V. Raymond, who resigned to become traffic manager of the Green River ordnance plant, Stewart-Warner Corp., Dixon, Ill.
- J. M. Morris has become vice-president in charge of traffic of the Campbell Transportation Co., Pittsburgh, Pa.
- L. W. Christen, Spokane manager of the Universal Carloading & Distributing Co., has been promoted to the management of the Portland unit. R. P. Haworth, 6 yrs. with the company, and assistant manager, succeeds to the Spokane management.—Haskell.
- M. H. Benstead, formerly traveling freight agent for the Universal Carloading and Distributing Co. at Harrisburg, Pa., has been named manager of the Akron, Ohio, station.

Mrs. M. W. McLaughlin was recently reelected president of the Hempstead Storage Corp., Hempstead, N. Y. Other officers reelected are as follows: H. W. Wastie, vice-president; Mrs. Ruth McL. Heath, secretary-treasurer; Mrs. Jean McL. Bird, assistant secretary; and Mrs. Lois McL. Jessup, assistant treasurer.

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WATERWAYS AND TERMINALS

Steamship Official Predicts **Air-Cargo Competition**

Daily freight plane service from the Atlantic Coast to Europe and daily or oftener service from the Pacific Coast to Hawaii, with planes towing strings of gliders loaded with cargo, were envisioned as a postwar development by Edgar M. Wilson, general agent of the American President Lines, in an address delivered before the Los Angeles Transportation Club.

Mr. Wilson predicted a huge increase in air-borne freight as one of the inevitable aftermaths which the shipping industry must expect after the close of the war. He made the prediction in a talk in which he presented an analysis of the merchant marine, its objectives, significance, past and present history and future prospects.

Declaring that the airplane will have a tremendous influence upon water transportation in the post-war years, Mr. Wilson asserted that shipping interests can expect to lose the greater portion of express freight and a large portion of their refrigerator cargo. He stated, however, that although he looks for daily freight planes to Europe, Hawaii and the Far East after the war's end, the day when the airplane will be a major factor in freight carrying is still a long way off.

Mr. Wilson predicted a continuance of Government control of shipping, for a time, at least, after the close of the war.

"The Atlantic Charter," he stated, "provides for equal opportunities between nations for equal access to raw materials. These things, coupled with the fact that a large part of the Merchant Marine will be government owned, clearly indicates, I think, continued governmental instructions as to what routes our ships are to travel and what cargoes they are to carry."

Mr. Wilson declared that the length of post-war Government control over shipping is a matter of guesswork at this time. He warned the shipping industry that its paramount concern after the war will be to bring about a return of ships to private operation at as early a date as possible.

as early a date as possible.

"I do not believe," Mr. Wilson said, "that when the war is over we are going to enter immediately into a period of prosperity where once again private initiative will come into its own and regimentation will be a thing of the past. It is true that the nations of the world will be exhausted and desperately in need of materials and supplies which only we can furnish. It is also true that we will have a fine, comparatively new and fast fleet of Merchant ships, far beyond that of any other nation, and we should be in a position to go to town. But where is the money coming from that is going to enable these European and Asiatic nations to buy our materials and supplies?

where is the money coming in that, is some the complete of the last war we enjoyed a considerable period of intensified foreign trade. Every European nation bought heavily of what we had to sell, but the money which enabled them to pay for the goods was loaned them by Uncle Sam.

"At the close of this war, it seems to me, conditions will be even worse, first, because destruction is so much more wide-spread and, secondly, because this time all the nations of the world will be affected, not simply Europe. It seems inescapable that for a considerable period of time at least we shall have to continue to act as the World's granary and continue to feed the world and even to supply them with the materials which they need to rehabilitate themselves.

"Every war of consequence has been followed by a depression and there is no reason to believe we shall escape one this time. After this period, however, we should have foreign trade to the extent never before dreamed of, largely because of the fact that living conditions of many of the 'have nots' will be raised, and while this may be at the expense of the 'haves' the increased demand of the 'have nots' will be much greater than the diminished demands of the 'haves.'"

Mr. Wilson stated that while America today is "shipminded," it was likewise so after the close of World War I and the United States, nevertheless, permitted its vast Merchant Marine to deteriorate. He issued a warning to the nation not again to pursue the shortsighted policy followed after World War I by letting the Merchant Marine deteriorate to a point such as had been reached in the years preceding 1940 when 92 per cent of all cargo except cotton from Los Angeles to Japan and 97 per cent of imports from Japan t aveled in Japanese ships .- Herr.

Cargoes to Least Crowded Ports

Shipments from now on of goods vital to the needs of Central and South American countries and the United Nations will be directed to the least congested ports, according to advice given exporters by the Board of Economic Warfare. The latter is making the best possible use of available shipping space by routing commodities from ports other than those nearest he point of origin or present location of materials licensed for export, whenever such division is necessary.

Exporters are advised to make arrangements with their customers to cover additional costs of overland transportation whenever that becomes necessary under the export and transportation controls. It has been suggested that all adjustments be made immediately in order to meet any redirection of shipments without delay or confusion.

River Tanker Reaches Pittsburgh

"Minneapolis Husky," 235-ft. river tanker and claimed to be the only one of its kind, barged into Pittsburgh recently. Previously, she had never run up the Ohio River beyond Charleston, W. Va. This tanker is, it is stated, faster and has a greater load capacity than the towboats which bring tank barges to Pittsburgh.-Leffingwell.

Pittsburgh Boats Idle

It is stated that at least 16 river boats and more than 100 barges are idle in the Pittsburgh, Pa., district. River operators blame their predicament on the preference given railroads in the shipment of orders. Steel men claim that in many cases it takes too long to get enough material together to make a river load and that rush orders must be handled by rail, even though the latter lay around at destination.

August observation of idle boats in the Pittsburgh district included 10 operated by steel companies, 60 barges or contract haulers, 50 barges owned by steel and coal companies, plus some of the largest boats on the rivers.—Leffingwell.

Tugboat Substitute

An entirely new type of marine propulsion unit that will provide cheap and efficient locomotion to barges, scows, and other flat-bottomed cargo carriers has been developed by D. A. Wallace, president of the Chrysler Div. of Chrysler Corp.

In place, the units are an integral part of the carrier, as rigid as the general hull structure, and can be easily attached or detached. Two of the units can be used on one barge, if desirable. Barges thus equipped can move as quickly as if towed by a tug and have the maneuverability of an independent vessel. The building cost of the units is about 5 per cent of that of an average sized tug, and the operational cost is much less since only one man is needed to operate each tractor.

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Los Angeles Campaign for Free Port

A campaign to establish a foreign trade zone at Los Angeles Harbor was launched Aug. 7 by a special subcommittee of the Los Angeles Chamber of Commerce, following a special meeting of the chamber units earlier in the week. The sub-committee, headed by H. R. Greatwood of the Union Oil Co., went definitely on record for establishing the zone after a special meeting which was addressed by Thomas E. Lyons, executive secretary of the Foreign Trade Zones Board, U. S. Dept. of Commerce, Washington, D. C.

To Revive San Francisco Free Zone Application

The news that Los Angeles was studying the possibilities of a free port was followed in San Francisco by the setting up of a committee there to "reinvestigate" the possibility of establishing such facilities in the Bay area. San Francisco's application some years ago for free port facilities was turned down in Washington because it was claimed that free port facilities could not be given the necessary isolation. Joseph F, Marias, president of the California State Harbor Commission, stated that if the bars could be let down at the New York free port in regard to the isolation requirements, there seemed no reason for not similarly doing the same thing for San Francisco, whose application is still on file at Washington, D. C. Mr. Marias was referring to the transfer of the Staten Island free port (where special isolation piers had been built) to New York City where, it is claimed, there is little possibility of isolation. The transfer to New York City came when the War Dept. took over the Staten Island facilities.

Mr. Marias, although an exponent of the free port theory, has been critical of the present U. S. laws governing their operation, and claims that they do not give trade advantages to Americans and do give undue advantages to foreigners. (Trade experts point out that under the present set-up, the Japanese, for example, could have brought in goods, processed them and sold them at prices which afforded the Japs very great advantage over American goods.) Mr. Marias is also opposed to conditions that permit business being taken away from legitimate warehouses and wants further scrutiny of the drawback system.

The foregoing and other points were brought out at meeting held in San Francisco, where Thomas E. Lyons, executive-secretary of the Foreign Trade Zones, U. S. Dept. of Commerce and Mr. Marias were the principal speakers. The meeting instructed W. L. Montgomery, foreign trade expert and vice-president of the San Francisco Chamber of Commerce, to create a committee for the purpose of making necessary surveys preliminary to the filing of an application to re-open the free port activities.

The advocacy of a Pacific Coast free port at this time is regarded by shipping circles as being deliberately timed to coincide with a forecasted unparalleled shipping activity for the Far West as rumors grow of the imminent transfer of cargo now moving between South American and U. S. Atlantic ports to the Pacific Coast.

Other Government moves which shipping men believe point to increased activity on the Pacific Coast include: establishment of a W.S.A. cargo clearance office at San Francisco for the issuance of ship space permits; and new war risk insurance headquarters, permitting local marine insurance companies to act as agents for the W.S.A. in the underwriting of policies on import cargos.—Gidlow.

Rate Increases Permitted at San Francisco Bay Terminals

Five companies operating public utility marine terminals in the San Francisco Bay District have been authorized by the California Railroad Commission to

increase rates by 10 per cent and 11 per cent, respectively, in 2 categories of services involving car-truck loading and unloading.

The firms are the Encinal Terminals, Howard Terminals and Parr-Richmond Terminal Corp., which operate in the East-Bay cities of Oakland, Alameda and Richmond; and Golden Gate Terminals and State Terminal Co., Ltd., of San Francisco. The companies perform dockage, wharfage, wharf demurrage, car and truck loading and unloading, and miscellaneous services to vessels.

The C.R.C. decision authorizes an increase of 10 per cent in rates for car-truck loading and unloading when cargo is handled directly to and from vessels; and 11 per cent increase when cargo movement is from or to the terminal property.

The Commission stipulated that the increase may not be made and maintained without express authority of the Office of Price Administration and that the C.R.C.'s order must be conditioned upon securing proper authority from the O.P.A.

The C.R.C. denied various other requests embraced in the same petition for changes in rules and regulations governing marine terminal operation. Denied were a petition that the present 10-day free-time period allowed for assembling outbound cargo and removing inbound be reduced; that wharfage rates on all traffic other than that between points in San Francisco Bay and inland waters tributory thereto be increased 60 per cent; and that wharfage demurrage rates be increased in varying amounts, some as high as 100 per cent.

In addition to per-diem wharfage demurrage rates presently applicable on cargo which remains on the terminals after expiration of the free-time period, a new basis of monthly storage was proposed by the applicants. This new basis provided for lower charges than the proposed per-diem wharf demurrage rates in instances where the merchandise remains on terminals more than 2 mos. This request was denied.

In granting the increases on car-truck loading and unloading, the Commission denied a request of the applicants that increases be made effective within one day. The order stipulated that 5 days' notice be given the C.R.C. before the increases be established and that the entire authorization be void unless exercised within 90 days.

The companies contended in their petition they are unable to continue performance of terminal operations with adequacy and efficiency under existing rules and regulations and introduced exhibits purporting to show that under existing rates they would operate at a loss in 1942.

It was alleged that existing revenue deficiencies were due in part to the drastic changes which their terminal operations have undergone by reason of war activities and to substantial increases in costs. Cost increases were attributed to rises in wages paid for labor and in practically all other items of expense which are incurred in wharfinger operations, and to the further fact that commodities normally handled for the companies have been largely replaced by Government cargo.

Testimony disclosed that while in the past 65 to 70 per cent of Encinal Terminals' outbound cargo consisted of canned goods and dried fruit, now practically all tonnage is for the Navy. Similarly, it was shown that about 70 per cent of cargo presently handled by Howard Terminals is Army cargo.

This cargo, the applicants testified, is more difficult to handle. In the past, the petitioners contended, much of the cargo was transported to the terminals by truck and was not unloaded by the terminal operators, whereas today the greater part of the cargo arrives in rail cars and must be unloaded by terminal per-

(Concluded on page 87)

Airlines Mobilized for World Service

A mobilization of the entire air transport industry on an international basis to speed delivery of supplies and personnel to the fighting fronts of the United Nations has been completed by the War Dept.

Presidents of 8 civil airline companies meeting at Washington with Brigadier General Harold L. George, Commanding General of the Air Transport Commanding agreed on procedures to be followed in keeping the Allied forces supplied "wherever they might be."

Airlines whose presidents attended the conference were: Continental Airlines, Colonial Airways, Chicago & Southern Airlines, Delta Airlines, Mid-Continent Airlines, National Airlines, and Pennsylania Central Airlines.

The other 9 airlines, which with those listed above make up the civil airline field in the United States, already have been enlisted in the Army's world-wide air transportation network. Under the expansion plan, present commercial schedules of the airlines will not be affected and will be continued under the private management of the companies. The plan calls for immediate assignment of substantial numbers of additional aircraft to the airlines by the Army air forces.

In outlining the program to the airline executives, General George stated that the Air Transport Command planned to make the "maximum possible use" of the facilities of the civil air transport companies, and if the program set up for each company does not make full use of the ground and flight services of the carrier, that company will be given an opportunity to expand to the extent of its capacity.—Manning

100,000 Mechanics for Army Services

Automobile mechanics for trucks, tractors, automobiles, motorcycles, and Diesels are among several skilled trades being sought by the Army in an intensive recruiting campaign to enlist 100,000 skilled mechanics and technicians for service in the Army Air Forces, the Signal Corps, and the Ordnance Dept.

While the men will be enlisted as privates, in view of their skills, it is expected that most of them will shortly receive non-commissioned officer or technician ratings, and rapid promotion may be expected. Pay scales range from \$50 a month for a private, to \$138 per month for a master sergeant. In addition there are

family allowances for men with dependents.

In order not to take any key men from essential war industries, no man will be accepted for enlistment unless he obtains clearance from his local Selective Service Board. Men interested should apply to the nearest Recruiting Station for further information.—

Manning.

HELP WANTED ACCOUNTANT

With warehousing and I.C.C. trucking experience, living in New York or North Jersey. Only answers with full details considered. Organization advised of this ad.

Address Box A 268, c/o D and W, 100 East 42nd St., New York

Inter-State's New Office and Terminal

The Inter-State Motor Freight System has a new office and warehouse terminal at 1130 W. Main St., Ft. Wayne, Ind. The terminal, which cost about \$30,000, is 150 by 40 ft. in size. Canopied docks are located on the North and South sides of the terminal.—Kline.

In-Transit Privileges on Export Freight

To facilitate the movement of export traffic through the ports by preventing the accumulation of freight at the ports, O.D.T. announced Aug. 18 that the railroads have agreed to place in effect storage-in-transit privileges on carload export freight at points intermediate to the ports.

The storage-in-transit privilege covers all commercial carload freight other than bulk traffic. The new arrangements will permit flexibility by use of storage facilities strategically located within short running time to the principal ports.

Additional covered and open storage facilities at interior storage points, if required, will be made available by O.D.T.'s Div. of Storage.

West Coast Regional Advisory Committee

The first job of the newly organized Pacific Coast Regional Advisory Committee, formed in San Francisco following a meeting of truck operators and petroleum executives at the office of the Truck Owners' Assn. of California, was to mail out 2 questionnaires aimed at uncovering an exact picture of the extent to which vital equipment was being used in the 11 Western States.

The operators are also being asked to list equipment that can be converted without too much difficulty or expense to the transportation of commodities named under "special equipment."

The avowed aim of the committee is to obtain "provident use of tank truck equipment by electing a co-ordinating committee for the purpose of insuring uniformity of objectives and procedure as between the several regional committees recently established by the O.D.T. for Washington, Oregon, California, Nevada and Arizona."—Gidlow.

New Orleans Asks for Foreign Trade Zone

Under Secretary of Commerce Wayne C. Taylor, announced Aug. 20 that an application had been received by the Foreign Trade Zones Board from the Board of Commissioners of the Port of New Orleans for a grant to establish a foreign trade zone at that city.

According to the application, the Board of Commissioners propose to utilize a portion of the Florida Avenue Wharves and to construct a warehouse at a cost of approximately \$450,000 on the adjacent upland. The property is owned and controlled by the Board and is on the turning basin of the Inner Harbor Navigation Canal. These properties will provide a total of 104,000 sq. ft. of floorspace within the total zone area of 13.33 acres. It also is proposed to construct a 660-ft. roadway, and 743 ft. of railway tracks and approximately % of a mile of fenc-

This application was made under the provisions of the Celler Foreign Trade Zones Act (48 Stat. 998-1003) approved June 18, 1934, which provides for the establishment, operation, and maintenance of foreign trade zones in ports of entry of the United States. The purpose of the law is to expedite and encourage foreign commerce and to permit the segregation of specific areas in ports of entry where foreign merchandise may be brought for storage and manipulation with domestic merchandise, with a minimum amount of customs supervision. If foreign merchandise is later brought into the country, it must comply with all customs laws relating to imports.

The recent application of the Harris County Houston Ship Channed Navigation District, to establish a foreign trade zone at the Port of Houston, Texas, is now receiving consideration by the Foreign-Trade Zones Board. Other ports in the Gulf are considering similar action.

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Giant Trailer to Carry Airplane Sub-Assemblies

A new conception of the use of trailers in highway transportation is illustrated below. Trailers like this made by Mechanical Handling Systems, Inc., Detroit, are being used in carrying sub-assemblies of the Consolidated B-24 bomber from the Ford Willow Run plant to a final assembly plant more than 1,000 miles away. The trailers are 64 ft. 6 in. overall in length-90 in, in inside height-10 ft, in inside width-so large that 2 trailers carry an entire bomber, including the fuselage, wings, 4 motors, etc., everything but the propellers. These trailers carry U. S. Army licenses; so State limits on vehicle size are set aside to permit their operation.

Notwithstanding their size, these trailers can turn easily from one 20-ft. wide street into another of similar width.

Shipment of the bomber subassemblies in trailers, rather than in railroad cars, was decided upon because of the desirability of doing the maximum amount of work on the sub-assemblies before they were shipped, thereby simplifying the work of final assembly and aiding the Air Corps Repair Depots in stocking and using the sub-assemblies in their repair work. This resulted in many fewer but very much larger units, some of which are too large to be handled in a railroad car. Also, the trailers with their removable tops permit the subassemblies to be loaded directly into the trailer with a crane after final inspection.

The interior dunnage of the trailers, the ingenious arrangement of woven sling supports, and the method of supporting the load, eliminates crating and packing, and assures undamaged arrival.

Total weight of the loaded tractor-trailer does not exceed 50,000 lbs., distributed on eighteen 8½ by 20-in. tires. The load is carried on tandem axles and dual wheels.

Tractor power is provided by two 100-hp. Mercury engines with

synchronized single control of clutch, accelerator and gear shift, and a 4-speed gearset.

The operating schedule of the trailers calls for a round trip of about 2,500 miles, including loading and unloading every 5 days, an average road speed of about 40 m.p.h. The equipment is kept moving 20 hrs. out of every 24, leaving 4 one-hour periods for refueling, etc. The drivers alternate in 5-hr. shifts. The cab is air-conditioned and provision is made for drivers during off-duty to rest.

N. Y. Police to Enforce Truck Conservation

The full police power of New York State will be mobilized to enforce truck conservation orders of the O.D.T. under an agreement just consummated between the N. Y. State War Council and the O.D.T.

It is expected that similar understandings will be reached with other States with a view toward more effective application of the orders throughout the country.

New York police officials, both State and local, will have authority under the agreement to enforce within the State any O.D.T. regulation which has been matched by a State War Council order. Such orders have the effect of State law.

Mass. Trucks to Move as Usual in Blackouts

Interstate trucks will not be required to stop during future blackouts, but will be permitted to move as usual. Efforts will be made to delay as little as possible highway transportation of important materials. Specific routes will be selected along which truck movements during blackouts will be permitted. Suitable identification insignia for the vehicles will be worked out.—Wellington.

James M. Landis, director of the Office of Civilian Defense, commenting on the stopping of interstate trucks during practice blackouts, stated that there is no O.C.D. regulation which requires that any

vehicle come to a stop during blackouts when an air-raid alarm has not been sounded. They should be permitted to operate with dimmed lights and at reduced speed, unless an actual or practice air-raid alarm has been sounded, Landis stated.

Trade Barriers That Must Be Removed

Much has been said and written about trade barriers, with special reference to the laws in the different States that interfere with the service which motor transport should be able to give to all shippers. In an effort to do something constructive about the removal of these barriers, the public relations department of the Fruehauf Trailer Co., has compiled a list of these trade barriers so that DandW readers will be fully acquainted with conditions as they exist and act accordingly.

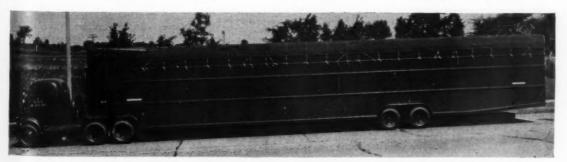
The recommended national agreement between States for the elimination of trade barriers, noted in the 12 subjects listed in the following, is not yet in full effect, as will be apparent through studying the facts revealed under most of the subject heads:

1. Full Reciprocity on License Plates.

This was promised by the 48 Governors. However, certain States are obeying the letter and not the spirit of the promise. Arkansas grants reciprocity only on shipments of war materials, shipments to defense plants, and on shipments of soldiers' household goods. Minnesota grants reciprocity on occasional movements only. Ten other States, to date, have not kept their promises at all.

Full Reciprocity on Public Utility or Public Service Commission Plates.

Missouri, for example, grants license plate reciprocity but requires a PSC



This trailer is being used to carry bomber sub-assemblies in 1000-mile runs.

plate which may cost as much as \$500 per unit.

3. Elimination of Ports of Entry.

According to available information, the following States have a Port of Entry system in operation primarily as a tax-collecting agency:

Kansas, Nebraska, New Mexico, Arizona, Colorado.

Other States have Port of Entry systems which function as checking stations, rather than tax-collecting agencies, and are a source of annoyance and delay to both passenger and commercial traffic. California, 'Utah, Idaho, Oregon, Wyoming, Nevada are notable examples.

Two other States—Missouri and Delaware—have full-fledged Port of Entry laws on their statute books but they are inoperative at present.

4. Elimination of Compensation Taxes.

Iowa, for example, charges intrastate as well as interstate common carriers a "compensation tax" in addition to the registration (license) fee. It runs from \$75.00 to \$250.00 per vehicle depending on its gross weight. It discriminates in favor of the contract and private carriers, who are not subject to this tax.

5. Elimination of Travel Orders.

Iowa, for example, in lieu of charging the above compensation tax, permits the operator who runs only occasionally to purchase a 24-hr. travel order instead, at \$3.00 to \$5.00 depending on gross weight. Penalties for failing to fill out the application properly or for violating the 24-hr. limit are severe.

Alabama has a similar law. In lieu of a registration fee, irregular route interstate operations are charged \$4.50, plus mileage tax, to enter the State and a similar fee to transport goods on the return trip. Three trips into the State in any 3-mo. period is the limit.

6. Elimination of Week-end Driving Bans.

Laws, backed by railroads and motor clubs, have been proposed in Indiana to prohibit commercial vehicle operation over week-ends.

Minnesota has such a ban now, preventing driving from midnight Saturday to midnight Sunday, as well as holidays, during June, July, and August. Perishables are excepted but not from 3:00 p.m. to 9:00 p.m. Wisconsin also prohibits Sunday operations — and Texas has a similar law, recently enacted, to be enforced for the duration of the war.

 Elimination of Special Requirements Covering Lights—Other Than I.C.C. Standards.

For example, according to latest available information, South Carolina, Kansas, South Dakota, Iowa, require the following lights in addition to the I.C.C. standards:

3 Amber and 3 Red on rear of vehicle.

Pennsylvania, Delaware, Illinois, Mississippi, New Mexico and North Dakota have their own set-ups without regard for I.C.C.

8. Elimination of Miscellaneous Punitive Taxes and Restrictions.

Colorado exacts a roaduse fee of 2 mills per tonmile.

Toll rates over Ohio River bridges amount to as much as \$1.50 per trip for a tractor-trailer unit.

Iowa provides that unpaid license and tax fees carry a penalty of 10% per month and that such a vehicle may, at the State's discretion, be attached and sold to recover the amount unpaid.

Texas requires a Railroad Commission fee tag—for common carriers, \$25.00 original cost and \$10.00 annually thereafter; for contract carriers, \$10.00 original cost and \$10.00 annually thereafter.

Alabama collects a mileage tax from out-of-State trucks. Maryland and West Virginia require an insurance card upon the vehicle, even though the I.C.C. regulates

Virginia collects a road tax.

this.

Michigan requires a reciprocity plate, even for the unexpected trip.

Kansas collects a mileage tax.

South Carolina, while granting reciprocity, asks out-of-State carriers to buy a certain number of S. C. plates.

. Tennessee requires payment of an inspection fee, despite I.C.C.'s rigid requirements.

9. Limit Payment of Personal Property Tax to One State Only.

10. Eliminate Dual Fuel Tax.

Arizona and New Mexico charge a gasoline tax on the amount in the tank at the border. Gasoline in excess of a prescribed minimum is taxed an additional 5%.

11. Eliminate Municipal Gas Taxes.

New Mexico permits municipalities to levy a gas tax in addition to the gas taxes imposed by State and Federal Governments.

 Eliminate Restrictions Imposed by Other than State and Federal Governments.

Any action, excepting those affecting traffic laws, taken by local officials contrary to or in addition to State-Federal policy should be prohibited.

This applies to towns, villages, cities, townships, counties or individual law enforcement officers within them.

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"E" Pennant Award to Autocar

Robert P. Patterson, Under Secretary of War, has announced that the Army and Navy have conferred on the Autocar Co., Ardmore, Pa., motor truck manufacturer, their "E" pennant "for high achievement in the production of war equipment." Autocar is one of the first 2 companies in the entire 7-State Army Ordnance district to receive this coveted award.

Autocar was one of the first industrial plants in the Philadelphia area to receive Government orders at the very outset of the national defense emergency, more than 2 yrs. ago, and for many months all of the company's capacity has been exclusively engaged in war production. The company is executing contracts for the Ordnance and Quartermaster departments of the Army and also producing specialized vehicles for the Navy.

White Receives Joint Production Award

Judge Robert P. Patterson, Under Secretary of War, made the presentation of the Army-Navy production award on Aug. 12 to the White Motor Co., Cleveland. Judge Patterson's address was carried over a nationwide Blue Network. White received the award for its production record in building thousands of Army scout cars, half-tracs, mobile tank destroyers, personnel carriers, cargo trucks and prime movers. The company, it is stated, is the first truck firm to receive the joint award and one of the first to receive it from the Army.

"How Long Is an Economical Haul?"

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As regards highway transportation, the Fruehauf Trailer Co. in its booklet reproduced herewith, has very clearly answered the question by stating, "A short haul is the one that gets there first!"

Every haul, it is stated, must be judged on its own merits. And the judge should be the consumer . . . the man who chooses the service and pays the bill. The man who pays the bill has been the judge in the past. . . . "he has had the opportunity to select the transport service that served him best . . . that gave him the most for his money. It is significant, therefore, that motor transport has grown to a giant industry in less than 25 yrs., outstripping in rate of progress all other transport methods."

Fruehauf's booklet contains statements of leading operators and officials that prove that there is no mileage measurement in figuring an economical haul by highway carrier, explaining that there are too many factors involved, such as the kind of roads, the topography of the country, the products to be hauled, the convenience of service, the kind of motor equipment, the urgency of delivery, and the availability of other methods.

Britain's Transport Limits Fixed

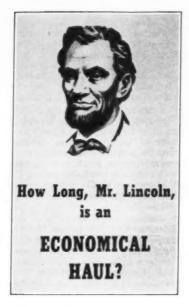
Great Britain has put into effect limits in road transport in order to cut out wasteful operation, a current example being that applying to coal distributors. The latter are limited now to delivery only within a 2-mile area. Previously, they often operated their vehicles 50 miles away. Others brought the fuel from collieries 100 miles away. Road transport from the collieries is now abandoned in favor of the rail haul.

Coal dealers whose trucks previously covered a wide area are now forced to exchange customers whenever possible. It is admitted that some hardship in effecting such an exchange will exist. Cooperative groups of traders see an advantage that can be derived from this new set-up.—Walker.

Ruling on Time Spent in Driving Car

The time spent by an outside employe driving an automobile on business of his employer must be considered as time worked under the Fair Labor Standards Act, according to an opinion released Aug. 3 by the Wage and Hour Div., U. S. Dept. of Labor.

The Division's statement of its position was specifically directed to



the case of an insurance company with outside employes engaged in the insurance business, but it was pointed out that the principle involved would apply equally to other outside employes.

"Since an employe who drives an automobile is required to expend continuous effort and energy and has no opportunity to relax, sleep, eat or otherwise pursue his own interests, it is the opinion of the Wage and Hour Division," the statement said, "that all the time which an employe spends in driving an automobile on the business of his employer is time worked under the Fair Labor Standards Act. If, however, an employe works regularly at a fixed place of employment, the time he spends driving to and from work is not ordinarily to be considered time spent on the business of his employer and need not be treated as hours worked."

Savage Wins

The Savage Transportation Co. has been cleared of a longstanding charge that it was operating as a common carrier without a certificate from the California Railroad Commission, in a decision of the Superior Court, Los Angeles. The court declared that the company transports property only for a limited number of shippers and only pursuant to agreements; that the company does not undertake generally for all persons to transport property; and that the shippers for whom transportation service is rendered do not constitute any distinct part or class of the general public.

In the hearings, it was revealed that the Savage company refused to haul shipments offered and that it did not advertise to the public generally.

The complaint involved the San Francisco-Los Angeles areas, and named Southern Pacific, Santa Fe and several express companies and trucking firms in a single complaint against Savage. The charges were filed in the Superior Court of Los Angeles in 1940.

The Savage attorney declared that the decision does not change the status of any carrier; "it merely holds that Savage, under its particular facts, is not a common carrier." The attorney also declared that consideration should be given to revising and redefining the laws so that the status of each carrier may be known by all without question; and so that there may be eliminated any reason for controversies of this nature.—Gidlow.

Pa. Allows Unlicensed Trucks to Operate

Motor trucks not licensed to operate in Pennsylvania have been granted permission to do so for the duration of the war emergency in a proclamation issued by Governor Arthur H. James. "The unusual and emergency transportation requirements make it essential that motor vehicles be used on the highways of States in which they do not customarily travel and in which they are not licensed," James said.—Baer.

Accidents Gain

Western reports claim that highway accidents are again at high levels, in spite of a 40-mile limit. Mechanical failure is named as the main reason (maintenance not good enough); green help is 2nd as a factor.

Social Security Employes to Chicago

Over 300 employes of the Social Security Board will be moved from Washington to Chicago shortly to staff a newly opened regional area office serving 16 Midwestern States. Quarters will be established at 188 W. Randolph St., the lease for which was approved in Federal District Court at Chicago July 16. Administrative offices of the Board in Chicago will continue at 105 W. Adams St., and the newly acquired space will be utilized for storing files, handling technical matters and processing claims.' The Chicago Social Service Board office is one of 5 regional area offices opened throughout the country in connection with the Government decentralization movement.-Slawson.

American Transportation Appoints N. Y. Agent

Joseph E. D'Alton has been appointed Eastern agent at the newly established New York office of the American Transportation Ce., Chicago, of which Harry F. Chaddick is president. Mr. D'Alton is chairman of the board of governors of the New York Traffic Club. New York office of the American Transportation Co. will keep the company in close contact with export and import movements.

Colo-Wyo. Apply for O.P.A. Rate Exemption

Exemption of Colorado and Wyoming from an O.P.A. order freezing rates of contract truck carriers at the March level will be sought by the regulatory Commissions of the 2 States. The decision was reached in Denver last month at a meeting of the members of the Colorado Public Utilities Commission, the Wyoming Public Service Commission and the O.P.A. officials.

The action will be taken to equalize the rates of common and contract carriers, and to eliminate a conflict between State and Federal regulations, Henry S. Sherman, chairman of the Colorado board, said. Permission to apply for blanket exemptions was granted by Dewey C. Wayne, assistant director of transportation for the O.P.A.

The meeting was called by the O.P.A. when Mr. Sherman pointed out the freezing order placed the carriers in the position of violating either the O.P.A. order or a State law.

The State law requires contract carrier rates must equal those of common carriers. In April, and before the freezing order, the Colorado Commission acted to increase the rates of common carriers in intra-state business by 6 per cent.

This automatically raised the rates of contract carriers 6 per cent above those effective in March. The same situation exists in Wvoming, Mr. Sherman said.

Until the application is acted upon, Mr. Sherman said, it is the Commission's opinion the increased rates should not be disturbed. Approximately 1,500 contract carriers in Colorado are affected by the O.P.A. order.-Alexander.

Western Trucking Vital In Absence of Rails

Since the attack on Pearl Harbor, traffic moving by truck in the 11 Western States has increased approximately 38 per cent, according to C. G. Anthony, executive secretary of the Motor Truck Assn. of Southern California.

The rapid growth of truck transportation in the Western States and the dependence which vast areas which have no rail connections place on truck transportation, Anthony stated, is perhaps the best testimonial of the efficiency and necessity of trucking.

Anthony asserted that any Federal restrictions limiting the movement of freight, without consideration of local conditions entering into the picture-such as the recent order limiting truck hauls to 300 miles-would inevitably retard the fast-moving truck service which has been developed in the Far West.

Anthony emphasized the dependence on trucking in the Western States because of the absence of networks of railroads which serve Eastern and Middle-Western areas. Vast districts and countless communities in the Far West, he pointed out, are without rail facilities of any kind, and in California alone, more than 1,800 towns and cities have no railroad service and must depend upon truck service exclusively.-Herr.

Cleveland Wage Increases

Wage increases starting at 6 cents an hour and ranging up to 9 cents an hour have been granted in an arbitration award to 3,400 truck drivers of the A. F. of L. Truck Drivers' Union Local 407, who are employed by member companies of the Cleveland Draymen Employers' Assn. Changes in the new contract call for wage increase of 6 cents an hour to truck and tractor drivers; 61/2 cents to loading dock men, including truckers, checkers, and stowers, and 9 cents to machinery men. One-week vacation with pay is provided for all employes. Three-hour leeway over the 48-hr, week was eliminated for dock men only.-Kline

Truck Traffic in Pa. Increases

Trucks carrying war loads are rapidly taking up the slack in the passenger cars driving over the Pennsylvania Turnpike. Passenger cars traffic has dropped more than 30 per cent, but truck traffic has increased 18 per cent. Of the 900 trucks daily using the Turnpike, at least 600 are large semi-trailers; 85 per cent carry war materials .- Baer.

Goodrich Fleet Contract to Service Tires

A Tire Conservation Dept. to help conserve rubber and render tire consultant service to truck fleet operators has been formed

by The B. F. Goodrich Co. and John T. Staker made manager.

Contracts are negotiated with truck fleet operators and a service fee is based on the number of vehicle miles run.

Functions of the department are:

To conserve rubber as one of the contributions to the war effort

To make possible lower operating costs on tire equipment used by fleet accounts of the company,

To insure as nearly as possible continuous operation of fleet equipment despite the rubber shortage or because of service interruptions due to tire causes.

James E. Carhart, for many years a tire engineer in the truck and bus tire field has been named assistant to Mr. Staker.

Chicago Truck Pooling

Motor truck operators in the Chicago area, in compliance with O.D.T.'s Gen. Order No. 13, covering the pooling of trucking facilities to conserve equipment, have established a joint information office at 10 N. Clark St., Room 1104. Membership of the committee which will supervise the pooling service is as follows:

Representing private carriers—Leo Huff, Pure Oil Co.; Glen W. Johnson, Bowman Dairy Co.; H. W. McCalley, Sears Roebuck & Co.
Representing common carriers—Jos.
H. Welker, Shippers Dispatch, Inc.; Barney Cushman, Cushman Motor Delivery Co.; Earl Girard, Fred Olson & Son Motor Service Co.
Representing contract carriers—H. J. Lee, Lee Bros., Inc.; A. P. Nelson, Star West Cartage Co.; David Ratner, Midwest Transfer Co.
Girard was chosen chairman of the

Girard was chosen chairman of the committee, Ratner secretary and Johnson treasurer. James J. Turek was appointed general manager.—Slawson.

Trucking for War Up at Chicago

Chicago area truck operators are obtaining a steadily increasing proportion of the transportation business from war plants in the Chicago ordnance district, according to Brig. Gen. Donald Armstrong, chief of the ordnance department at Chicago. Shipments by truck are averaging well over 325 loads a week, he stated recently, adding that this figure represents an increase of 900 per cent in the 3 mos. since May 1. In tonnage carried, the truck shipments represent 12 per cent of the total of army weapons leaving Chicago district plants, Gen. Armstrong Truckers who had comsaid. plained that their services were being slighted, were assured that trucks will play an increasingly larger part in the transportation picture around Chicago hereafter. -Slawson.

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FROM THE LEGAL VIEWPOINT

By Leo T. Parker, Legal Editor

Reducing Liability by Value Limits on Goods

LEGAL EDITOR, DandW: Can warehousemen and common carriers protect themselves against losses and limit the value of goods in the receipt in order to reduce liability in case the goods are lost or destroyed? We have prospect of a suit for several hundred dollars for loss of a trunk, but a clause in our receipt limits our responsibility to \$25 for each package, trunk, box or container. Please furnish higher court citations in our favor.—Security Warehouse.

Answer: Modern courts have consistently held that in the absence of a restrictive State law a clause of this nature is binding upon the parties, providing the loss did not result from negligence of the warehouseman, or his employes, and also providing the stipulation as a limited valuation is fairly and honestly made in consideration of either the warehouseman's or the common car-rier's charges. This is so because the clause is a part of the contract on which the minds of the contracting parties met since the owner of the goods either agreed to the limitation or knew that the warehouse receipt, contract, or bill of lading contained the limitation clause. See following cases: Rosenwald v. City Transportation Co., 84 Or. 15, 163 P. 831; Warehouse Co. v. Bargainer, 45 SW 2d, 563; Southern Pacific Co., 72 Or. 262; Warehouse Corp. v. Commonwealth. 141 Va. 194; and Gray v. Central Warehouse, 181 N.C. 166. All of these decisions hold that a clause of this nature is valid if the owner of the goods expressly or impliedly agreed in the warehouse receipt, bill of lading, or other contract that he was willing to pay a higher rate to increase the limited valuation.

As was stated in the leading case of New Jersey Co. v. Merchants' Bank, 6 How. 344, either a warehouseman or a common carrier may, by special agreement with the customer, limit his liability, but not for the negligence of himself or servants. In other words, neither a warehouseman nor a common carrier may make a

Mr. Parker answers legal questions on all subjects covered by DandW.

Send him your problems care of this magazine. There will be no charge to our subscribers for the service.

Publication of inquiries and Mr. Parker's replies gives worthwhile information to the industry generally.

valid contract to limit or avoid liability for its negligence.

It is well to know that in California, it has been held that a warehouseman may limit his liability to \$25 or other stated amount for each package, providing the owner of the goods signs a receipt or contract declaring the value of the stored merchandise to be no greater than the specified amount, and also, providing the warehouseman does not know, or could not know by the application of ordinary care, that the value of the goods is greater than the declared valuation.

Lease Not Recorded— Conversion Legal

LEGAL EDITOR, DandW: The owner of merchandise leased it to a person who later placed it in our warehouse for storage. No charges were paid and we sold it without knowing that it was owned by another. This owner now declares that we are liable for conversion. Are we liable?—Keifer Storage Co.

Answer: It is well established law that a warehouseman is liable for conversion if he stores merchandise (1) which is mortgaged and if mortgage was recorded, or (2) if the merchandise was stolen goods; or (3) if a mortgage, lease, or sale contract on such merchandise was not recorded in any State or county, and before the merchandise was accepted by the warehouseman for storage, the warehouseman received knowledge that the goods were encumbered; (4)

if the warehouseman accepted for storage goods belonging to another and the goods were sold to secure payment of the charges without knowledge of the true owner.

The outcome of a case of this nature is uncertain for the reason that the legal rights of the parties involved depend entirely upon the testimony presented and upon the interpretation by the higher court of the State statutes.

It is my opinion that since the owner of the merchandise did not record the lease, and you had no knowledge of it, you certainly are within your normal rights in advertising and selling the goods. However, under the law you are liable for conversion to the true owner, but you may recover your full losses and unpaid storage charges from the person who placed the merchandise in storage.

Only Value of Coats Recovered Wanted

LEGAL EDITOR, DandW: Several months ago we moved a family in this city. Six weeks after we did this moving one of the daughters informed us that she had just missed 2 of her coats, and did not remember seeing them since we did the moving. Some time later she called our office and stated that a girl friend had seen a lady with a coat that was exactly like one of the coats in question. With the cooperation of the police, we secured the coats. The daughter that cwned the coats would not accept them but demanded the full value in money. The party who had the coats consulted an attorney, and he advised her to take the coats to the Police Station and stick to her story that she found the coats.

We always try to meet our customers half way, but we can't see where this daughter should collect from us. We would appreciate your advice in this matter.—Phillip Bros. Transfer & Storage Co.

Answer: Generally speaking, a warehouseman is liable for loss of goods as a result of negligence of himself or employes. A transfer company is classed as a common carrier which is liable as an insurer of the goods. Therefore,

if the coats were stolen while you were under the classification of common carrier, you are liable for payment to the owner of a reasonable value of the wearing apparel. She is not obligated to accept the coats if the same are not in reasonably good condition.

On the other hand, if the coats were stolen from your warehouse, you are not liable unless the theft was made possible by negligence on your part. However, you are not liable under any circumstances unless the testimony proves that you actually took possession of the coats when moving the family.

5 Lien Rules That Entitle Storage Payments

LEGAL EDITOR, DandW: Please explain when and under what circumstances a warehouseman is entitled to a lien to secure payment of storage charges.—
Jordan Warehouse Co.

Answer: A warehouseman is entitled to a lien to secure payment of storage charges: (1) if the contract for storage is legal and was solicited without fraud; (2) if the warehouseman retains possession of the goods, or if the goods are taken illegally from his possession by the owner; (3) when the overdue storage charges have remained unpaid for a period specified in the contract or if overdue only one day providing no time is specified in the storage contract; (4) if the warehouseman did not expressly or impliedly agree to postpone collection of storage charges; (5) and if the warehouseman has exercised ordinary care to safeguard the stored goods against loss or injury. Late higher court cases involving various phases of the lien law, are as follows:

4 N.Y.S. 2d, 326; 71 Pac. 2d, 53; 194 Atl. 508; 172 So. 463; 177 Atl. 560; 79 SW 2d, 570; 55 Pac. 2d, 1287; and 159 Atl. 983.

This Month's Important Higher Court Decisions

Damages for Conversion

RECENTLY, in Shazo v. Central Storage Co., Texas, 162 Sw. 2d 401, it was disclosed that the owner of goods stored in a warehouse borrowed money from a bank and gave the warehouse receipt for collateral. Later, and without authority of the owner, the bank and the warehouseman sold the stored goods. The bank deducted the amount due on the loan and the warehouseman deducted his storage and service charges and the balance was remitted to the owner. The latter sued both the bank and the warehouseman

for conversion. The higher court said:

"Where the conversion is attended with fraud, wilful wrong, or gross negligence and the property converted is of changing or fluctuating value, the measure of damages is the highest market value of such property between the dates of conversion and the filing of the suit."

What Is Bailment?

I N general, bailment may be said to be a contractual relation. It has been held that a bailment is a contract which is governed by the same rules as are other contracts. Certainly, in a broad sense, the relationship of bailor and bailee results from contract, express or implied.

On the other hand, this does not necessarily mean that an agreement between parties is always necessary to create a bailment, as it may be created by operation of the law. It has been stated as a legal rule that no particular ceremony or actual meeting of minds is necessary. It is the element of lawful possession, however created, and duty to account for the thing as the property of another that creates the bailment, regardless of whether or not such possession is based on an expressed contract.

It is well established law that certain classifications of bailees cannot be held liable for loss of or injury to merchandise unless the testimony proves that the bailor. as a warehouseman, was grossly negligent. This law is applicable where the bailee receives no payment or other compensation for his services. However, where the warehouseman, or other bailor, receives compensation for safekeeping stored goods, the law requires that he exercise ordinary care or that degree of care that would have been used under the same circumstances by other reasonable, careful and prudent warehousemen.

Obviously, no legal bailment exists unless the warehouseman expressly or impliedly agreed to store the goods. In other words, a legal bailment must be agreed to by the warehouseman.

For instance, in Barnette v. Casey, 19 SE 2d 621, it was shown that certain used baggage and clothing were stolen from a bailee. The legal question was: Is a bailor liable for the value of stolen goods when the bailor did not notify the bailee that the package contained unusually valuable merchandise? Although the lower court held that the bailee was liable, the higher court reversed the verdict and said:

"There is no evidence in this case that the bailee had any notice or knowledge of the 2 pieces of baggage, or the property contained therein, which were left in the compartment and this raises the question of

whether, in these circumstances, there was in fact a bailment of this particular property. We must bear in mind that, unless in a case where bailment is created by operation of law, there must be delivery of the property for safekeeping by the bailor, and an acceptance thereof by the bailee. We do not think that, in this instance, the bailee was called upon to assume that there was any property other than that which might reasonably be expected to be carried therein."

Obviously, if a customer delivers to a warehouseman a trunk, for example, the law assumes that the warehouseman agrees to exercise ordinary care to safeguard ordinary clothing which may be therein. But the court will not hold the warehouseman liable although his negligence resulted in theft of the trunk that contained unusually valuable merchandise as, for illustration, a diamond ring, solid silverware, or other valuable jewelry or merchandise not ordinarily packed in a trunk.

In many instances involving property stolen from a bailee, or lost through his negligence, the bailee has been held liable. Woodruff v. Painter, 150 Pa. 91, was a case where a customer in a shop engaged in making a purchase was invited to lay aside his wearing apparel which contained a watch, an article customarily carried, and the storekeeper was held for its negligent loss.

Liability Limitation Clause Void

THE higher courts consistently hold that a storage contract clause is void and unenforceable by the terms of which the warehouseman is relieved from liability for his own negligence.

For example, in Arkansas Co. v. Kerr, Ark., 161 SW 2d 403, the testimony disclosed that the owner of eggs delivered them to "the ice compartment" of a warehouseman. Subsequently, the warehouseman was sued by the owner who contended that the eggs, when stored, were of high quality and in good condition; that the warehouseman's agreement was to keep them at proper temperature for a charge of 10 cents per case per month, and that such eggs were not kept at correct temperature "for the reason that when reclaimed they were spoiled." The warehouseman argued that he could not be held liable because the storage contract contained a clause, as follows: "The goods for storage as listed hereunder * * * are accepted with the express understanding that the company (warehouseman) is not responsible for their condition while in storage or at their removal; nor for loss or damage by fire, water, storm, or other causes reasonably beyond its control."

Notwithstanding the presence of this clause in the contract, the higher court held that whether the warehouseman would be liable for 942

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bad condition of the eggs at time of their removal from the warehouse depended on the care exercised during the storage period. In other words, the court held that the contract clause was unenforceable as against "public policy" if the warehouseman furnishing the storage sought to relieve himself from the consequences of its negligence.

Higher Court's Decision Reversed

THE law is apparently well settled that when a shipper has properly prepared freight for shipment and delivered it to a common carrier who accepted it for transportation it is the duty of the carrier to safely transport the goods to the point of destination and deliver to the shipper or his assignee. In other words, where the carrier fails to so deliver the goods the burden is upon him to show that the loss was not due to his negli-

For example, in Tucker v. Newth, 157 SW. 2d 1010, Texas, it was shown certain merchandise was delivered in good condition and loaded on a truck and trailer owned and operated by a common carrier. During transportation of the goods the truck and trailer were entirely destroyed by fire, and the cause of which was not ascertained. The owned sued the carrier for damages and the lower court held the carrier liable because he did not prove that the loss was not the result of his negligence. However, the carrier appealed to the higher court on plea that the fire was caused by negligence of the owner in loading inflammable material with his goods without the knowledge of the common carrier and that this material was ignited by an employe of the owner by striking matches and smoking while riding on the truck and trailer, during the transportation. The higher court reversed the lower court's verdict and said:

"The carrier alleged specifically that some of the goods were inflammable of which he was ignorant; that the inflammable goods were improperly loaded and that the agents of the plaintiff (owner) who were riding on the truck caused the ignition of such inflammable substance by striking matches to light cigarettes or eigars in proximity to the inflammable material loaded on the truck, which was negligence."

Commission Fixed Freight Rate

UNDER all circumstances common carriers are obligated to collect rates established by the Commision. For example, in N. O. R. Co. v. Yates, Texas, 161 SW 2d, 1050, it was shown, a common carrier filed suit against a shipper to recover the unpaid balance of

freight charges due for the transportation of merchandise based upon a rate established by the Public Service Commission of \$1.40 per ton.

During the trial, testimony was introduced proving that the carrier's agent had represented to the shipper that the freight rate would be \$1.25 per ton. Therefore, the legal question raised was whether or not the carrier had authority to collect from the shipper a less rate than the rate of \$1.40 per ton which was fixed by the commission.

In holding that the carrier must collect \$1.40 per ton the court said:
"No doubt that as in the present instance the company was charged with the public duty to collect from Yates (shipper), the full amount of freight charges according to the rate fixed by the Railroad Commission, to wit: \$1.40 per ton, instead of \$1.25 per ton as was actually collected."

Consignee Liable

VARIOUS higher courts have held that a shipper may sue the initial carrier to recover for damage to merchandise. The purpose of the Carmack Amendment to the Interstate Commerce Act, authorizing the shipper to hold the original carrier for damage to the shipment, and treat the subsequent carriers merely as agents of the original carrier, was to relieve shippers of the task of determining on which of the several connecting lines the damage occurred. However, this law does not compel the original initial carrier to sue a consignee for freight charges.

For example, in Illinois Cent. R. Co., v. A. B. Friedman and Co., 161 SW 2d 440, it was disclosed that a consignee reconsigned a car of mer-The original consignee chandise. allowed demurrage to accumulate upon the car, and ordered the car sold for freight charges. The total freight charges on said shipment amounted to \$322.82. The carrier, on whose lines the car was sold, sued the consignee for the difference between the freight charges and amount for which the merchandise was sold. In holding the consignee liable, the higher court stated important law, as follows:

stated important law, as follows:
"Defendant (consignee) has cited no
case which holds that, because under
the Carmack amendment to the Interstate Commerce Act a shipper or
owner may hold the original carrier
for damage to or loss of his shipment
and treat subsequent carriers merely
as agents of the original carrier, it is
necessary for a delivering carrier to
get an assignment from the original
carrier of the latter's right of action
for freight charges before such delivering carrier may sue to recover
freight charges under a state of facts
such as we have in the case at the
bar."

With respect to whom a carrier may sue to recover freight charges, the courts hold:

the courts hold:

"An obligation to pay the charges may generally be implied or incurred by reason of the fact that a person accepts or receives the shipment from the carrier, or otherwise exercises dominion over it while in the carrier's hands, as by directing that it be reshipped or reconsigned."

Carrier Delays the Shipment

RECENTLY, a higher court held that a common carrier is not liable for delaying delivery of a shipment, unless the testimony proves that the delay resulted from negligence on the part of the carrier or its employes.

For example, in Transamerican Monark Egg Freight Lines v. Corp., 161 SW 2d, 687, Missouri, it was disclosed a common carrier by motor vehicle sued a shipper for the recovery of freight charges due for a number of shipments of eggs. The shipper admitted that he owed the amount of the charges, but asked to be credited for the amount of its loss suffered by reason of a decline in the market value of a certain shipment of eggs from Kansas City to Pittsburgh, Pa. loss was alleged to have been caused by the failure of the carrier to complete the carriage within a reasonable time.

During the trial, testimony was introduced by the shipper which proved that the shipment of eggs in question was delivered to the carrier between 6 and 7 p. m. of Saturday, but it did not leave Kansas City until the afternoon of the following day. It arrived at its destination in Pittsburgh 4 days In the meantime the egg market had declined several cents per dozen. The shipper contended that the loss resulted from the carrier permitting the eggs to remain in Kansas City for 24 hrs. However, the higher court held the carrier not liable since the bill of lading provided that the shipment was not being transported by any particular schedule or vehicle, or for any particular market, or otherwise, than with reasonable dispatch. The court said:

"It was not sufficient for defendant (shipper) to have shown mere delay, but negligent delay. In this, defendant failed."

Cash Payment Implied

C ONTRARY to the belief of a majority of persons the law implies cash payments for services, merchandise, or other commodity, unless the agreement between the buyer and seller clearly specifies that the seller intends to extend credit.

For example, in Martindell v. Fiduciary Counsel, 26 At 2d 171, New Jersey, the court records disclose that 2 persons entered into a written agreement by the terms of which one agreed to purchase and the other agreed to sell a stipulated quantity of merchandise. Nothing in the contract indicated when the payment was to be made. In the subsequent suit, involving payment, the higher court held:

"If a contract of sale is silent as to the time of payment the purchase price is payable upon delivery of the subject of the sale."

Driver Outside the Scope Of Employment

THE higher courts have consistently held that an employer is not responsible, nor liable in damages, for injuries negligently effected by employes who act "outside" the scope of their employment. For illustration, a truck driver who utilizes the vehicle for his own, or other's special benefit, acts outside the scope of his employment. So held the higher court in Master Corp. v. Bowen, 19 SE. 2d 679. In this case it was shown that an employer instructed a truck driver to transport certain merchandise for a customer. On the return trip the driver hauled a stranger across the town to a drug store. An accident occurred, but the higher court held the employer not liable because as matter of law the employe was not acting "within scope of his employment" at the time of the accident. This court said:

"If it appears from the evidence that, at the time of the commission of the tort, the servant had temporarily abandoned the business of his master and was engaged in some activity of his own entirely disconnected with his master's business, then the master is not liable, although the servant was using the master's property and the injury could not have been caused without the facilities afforded to the servant by reason of his relation to the master."

When Statutes Are Applicable

VARIOUS higher courts have held that provisions of State statutes concerning conditions precedent to the right of foreign corporations to maintain suits and actions in the courts are only applicable to cases involving intrastate commerce.

For example, in Fort Worth Stockyards Co. v. Brown, Texas, 161 SW. 2d, 549, the court held that foreign corporations doing business in the State of Texas are not affected by provisions of the State statutes regulating intrastate transactions.

The importance of this decision is that foreign corporations which transact purely interstate business in different States, need not comply with State laws which compel sellers to obtain permits to transact business, or to file certain information with officials of the State.

Not Interstate Commerce

CENERALLY speaking, the higher courts have held that all persons, firms, and corporations are within the jurisdiction of the interstate regulations if a business is a "link in a chain" comprising a complete interstate transaction.

However, a recent higher court failed to uphold this usual law.

In Duck v. Arkansas Corporation Commission, Ark. 158 SW. 2d, 24, it was shown that the operator of a travel bureau arranged for transportation of passengers in automobile for points outside of the State. The question was: Is a business of this character one of interstate?

This question must be answered because a State statute required the operators of intrastate business to procure licenses.

In holding the operator *not* engaged in interstate commerce and, therefore, obligated to obtain the State license, the court said:

"The fact that he arranged for transportation of passengers in motor cars for points outside of this state does not make his business one of interstate commerce."

Watchman Not Interstate Employe

M ANY higher courts have held that a night watchman is an interstate employe and entitled to receive payment of wages specified by the Fair Labor Standards Act, if he usually handles or assists in transporting merchandise received or shipped interstate. However, a recent higher court rendered a decision not completely in accord with the usual law on this subject.

For illustration, in Carpenter v. Waxahachie Warehouse, Texas, 162 SW 2d, 139, it was shown that an employe named Carpenter sued a warehouse company for minimum wages, overtime compensation, complete damages and a reasonable attorney's fee alleged to be recoverable under the provisions of the Federal statutes known as the Fair Labor Standards Act of 1938, Carpenter was employed as a night watchman in the warehouse. He was required in the discharge of the duties of his employment to watch the warehouse and its contents, and protect the same from fire, theft and other depredations.

The testimony disclosed that the warehouse company did not buy, sell, own or ship any merchandise, but merely stored the same for others and released it on the order of the owner when he desired to remove it from the warehouse. However, a considerable quantity of the merchandise was shipped interstate. In view of these facts the higher court refused to hold that the watchman was an interstate employee, and said:

employee, and said:

"Even though the courts should take judicial notice that in all reasonable probability a substantial amount of said goods will ultimately find its way into the channels of interstate or foreign commerce, yet this court cannot say as a matter of law, that either of the parties before us was engaged at any time material to this suit in such commerce, or in the production of goods therefor, or in a process or occupation necessary thereto."

Carrier Weight Conclusive

CONSIDERABLE controversy has arisen from time to time over the character of testimony which a common carrier must introduce in order to sustain its alleged weight of transported merchandise. This point of law was decided by the higher court in Thompson v. Shields, 4 NW. 2d, 1.

In this case the court established the law, as follows: Where the evidence shows that a common carrier has adopted, filed and published schedules of rates and regulations governing transportation. weight of the load can be obtained from stenciled figures on the side of the car carrying the cargo. Furthermore, if the consignee fails to avail himself of the opportunity to complain of the regulations and fails to reweigh the cargo at the place of destination, the carrier's weight is legal unless the shipper proves that the carrier's weight is incorrect.

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Who Is Employer?

EGALLY an employer is one L who employs another to perform service in his affairs and who controls or has the right to control the physical conduct of the other in the performance of the service. A legal employe is a person employed by an employer to perform service in his affairs whose physical conduct in the performance of the service is controlled by the employer. An employe may be loaned or hired by his employer to another for some special purpose and he becomes the employe of such other person in performing such service. However, the fact that one incidentally directs another's employe what to do does not result in legal relationship of employer and employe.

For illustration, in Garner v. Martin, Kans., 122 Pac. 2d, 725, it was disclosed that a customer, named Garner, went into a building operated by a storage company. While Garner was there, another customer, named Martin, who was there to transact business with the company, directed an employe of the company what to do. When following instructions the employe negligently effected serious injuries to Garner who sued Martin for damages on the grounds that in assuming control of the employe, Martin automatically became the employer and, therefore, was liable for the employe's negligence. However, the higher court refused to hold Martin liable and said:

"The mere fact that a servant is sent to do work pointed out to him by a person who has made a bargain with his master does not make him that person's servant."

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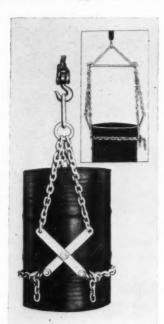
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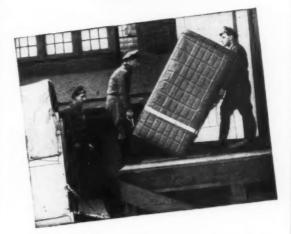
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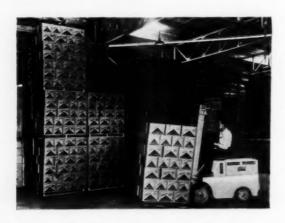
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Transfer & Warehouse Co. Fireproof Warehouse Household Goods and Merchandise **Pool Car Distribution** Member: A.W.A. & M.W.A.



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Merchants Transfer Company

HEAVY HAULING-STORAGE Pool Cars and General Merchandise-Bonded

Authorized Transfer Agents A.T.&N., G.M.&N., L.&N., M.&O. & Southern Railroads. Pan Atlantic S/S Corp.

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210-220 COOSA STREET

Merchandise and Household Goods

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Pool Car Distribution

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Post Car Distribution Compartments for household

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STORAGE DISTRIBUTION TRANSPORTATION

WAREHOUSE LIFORNIA

1248 WHOLESALE ST. indise Exclusively

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PROMPT REMITTANCES

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SHIPPING TO AND FROM ALL EASTERN CITIES POOL CAR DISTRIBUTION—L.C.L. SHIPMENTS
We specialize in transferring household goods for company personnel.
R. T. CHRISTMAS THREE DECADES OF SERVICE

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AN "ASSOCIATED WAREHOUSE"

DAVIES WAREHOUSE COMPANY

GENERAL OFFICES: 164 SOUTH CENTRAL AVE.

First merchandise warehouse in Los Angeles—and STILL the FIRST . . . Established 1893 . . . MORE THAN the FIRST . . . Established 1893 . . . MORE THAN ORDINARY SERVICE . . . We invite inquiries relative to your warehouse problems.

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Established 1908

LOS ANGELES STORAGE CO.

7492 SANTA MONICA BLVD.

Household Goods Storage—Long Distance Moving. Con-sign shipments via Pacific Electric to Hollywood Station. Free Switching. Pool Car Distribution. Carpet Cleaning.

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LOS ANGELES, CAL SERVES CALIFORNIA

LOS ANGELES, CAL.

METROPOLITAN WAREHOUSE CO.



Offices for Rent Telephone and Secretarial Service Basement Cooler Room

Merchandise Warehousing and Distribution

Reinforced Concrete Sprinklered Building-A.D.T. Alarm

Centrally Located in Metropolitan Area Fire Insurance Rate 11.7 Cents

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Contact in your community represen-tative of the A.T. & S.F. Ry. MEMBER CalWA LAWA

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Overland Terminal Warehouse

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U. S. Customs Bonded Warehouse No. 11 **Cool Room Accommodations**

For Complete Information Write Us Direct or Handle with Our Associates

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CHICAGO 483 W. Harrison St.

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Or Nearest General Agency Union Pacific Railroad

LOS ANGELES, CAL

Estab. 1918

Pacific Commercial Warehouse



MERCHANDISE STORAGE

SPACE NOW AVAILABLE FOR STORAGE OF DEFENSE MATERIALS

We specialize in package merchandise and solicit the handling of your volume of defense materials which are moving to the Pacific Coast. Advise your requirements and we will give you an outline of services and rates.

Rate Surcharge Petition

Authority to increase their freight rate surcha from the present 12 per cent to 35.94 per cent, has been made by 8 Pacific Coast steamship freight ferences in an application to the War Shipping Ad istration. Following are the conferences making application: Association of West Coast Steamship panies; Pacific-West Coast South America Confer West Coast South America-North Pacific Coast ference; Camexico Freight Conference; Canal, Ce American Northbound Conference; Capca Freight ference; Colpac Freight Conference; Pacific Co Mexico Freight Conference.-Gidlow.

West Coast Sugar Refiners Reimbursed For Unusual Transport Costs

An announcement from the O.P.A. says that array ments have been completed by that office with Defense Supplies Corporation for Government m bursement to West Coast cane sugar refiners for usual costs" in moving their product from Californ plants to territories East of Chicago. According to O.P.A., the reimbursement plan was an attempt to f stall a sugar shortage in Michigan. California Hawaiian sugar firms have been given authority move 100,000 bags of a million-bag quota. - Gidlon

Pineapple Producers Protest Rail Tariff

Producers and packers of pineapple products Hawaii, through their association, the Pineapple ! ducers' Co-operative, have petitioned the Interst Commerce Commission to suspend publication of a ta increase recently made on the export rate for tin pl The tariff, published June 20, increased the rate fr 47 cents to 85 cents per hundred pounds from G Indiana, district to Pacific Coast ports; and from cents to 91 cents per hundred pounds from the Birm ham, Alabama, district to the Pacific. The LCC expected to hold hearings in which the pineapple will have an opportunity to present their case in port of their protest of the increases .- Gidlow.

L. A. Whse. Rate Increase of 15% Approved by O.P.A.

Los Angeles Warehousemen's Assn. and Califor Warehouse Tariff Bureau have been advised that increase of 15 per cent in warehouse handling m and accessorial and incidental charges, as author by the California Railroad Commission in May, been approved by the Office of Price Administra in Washington (see DandW, June, 1942, issue, page

The C.R.C. rate increase order was made conting upon O.P.A. approval because the increase bro the rates above the point at which prices were from by O.P.A. in March.-Herr.

10-Day Free Time at Pacific Ports, Effective Sept. 3

The transcontinental railroads have announced state tory publication which will, effective Sept. 3, res free time on export freight at the Pacific Coast po to 10 days.

Section A, item 300, of tariff 29-E in amended for reads:

reads:

"Rail carriers will allow carload freight which confeto the conditions of the railroad shipping permit is therefor as provided in Item 275, a period not in excest 10 days' free time at Pacific Coast Ports of export being the first 7 a.m., after arrival or of rail carrier readiness to deliver to port of export (see note); no time, however, to be allowed after the vessel on the freight is booked has completed loading.

Note: When carload freight is diverted from one Period Coast Port of export to another under conditions precise in Item 270, the free time authorized herein shall apply the aggregate period of detention at such Pacific Coports of export."

LOS ANGELES, CAL.

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Star Truck & Warehouse Co. COMPLETE FACILITIES EFFICIENT SERVICE SPRINKLERED—A.D.T.

Distribution Drays

Drayage

San Francisco

Represented by Distribution Service 249,000 Square Feet

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56 Motor Trucks

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New York

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Free and U. S. Customs bonded storage. The largest, most complete and efficient warehouse and Distribution Service in the West. Insurance Rate as low as 11.S cents per \$100 per year. But and the city and Los Angeles Bathon.

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Member A.W.A., C.W.A., L.A.W.A.

ONLY WESTLAND WAREHOUSES

Offer You Neutral Switching To All Railroads In Pacific Southwest

Exclusive Los Angele: Junc tion Railway Service.

Located in Central Manutac turing Dis-

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Minimum Stor age and Dis-tribution

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Warehouse & Distributing Co. STORAGE

MERCHANDISE — HOUSEHOLD GOODS POOL CAR DISTRIBUTING — DRAYAGE Your Detail Handled as You Want It 20th & JAY STS. P.O. BX, 1194

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Merchandise and household goods Warehouse

Specializing in General Merchandise, Hops and Flour. Private Siding on S.P.R.R.—10-Car Capacity. Distribu-tion of Merchandise and Household Goods Pool Cars.

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GIBRALTAR WAREHOUSES 201 CALIFORNIA ST.

OPERATED IN CONJUNCTION WITH OVERLAND FREIGHT TRANSFER CO.

TILDEN SALES BUILDING

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HASLETT WAREHOUSE COMPANY

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Largest and most complete storage and trucking service on the Pacific Coast.

Operating in San Francisco. Oakland,
Stockton and Sacramento
S. M. HASLETT - President
Member: American Warehousemen's Assn.
American Chain of Warehouses, Inc.

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United States Customs
Internal Revenue Bonded Storage.

Draying and Pool Car Distribution.

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in Santa Rosa for FIREPROOF STORAGE. MOVING-PACKING and SHIPPING

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Stockton, Cal. Merchandise—Household Goods—
Drayage
Ship thru the PORT OF STOCKTON for economical
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Interconstal Terminal Rates apply at Stockton.

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Represented By
Associated Warehouses, Inc.—Chicago & New York City



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DEPENDABLE, COMPLETE WAREHOUSING SERVICE

Sprinklered thruout. Fire Insurance Rate \$0.121 per \$100.00. Free switching. 137,000 sq. ft. available. Pool and stop over cars distributed. Offices for rent. Centrally located. Minimum storage and distribution costs. MEMBERS A.W.A. When making your selection choose

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Modern Merchandise Warehouses

A dependable agency for the distribution of merchandise and manufactured products.

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WAREHOUSE AND BURCH TRANSFER CO. INC.

General Office and Warehouse
200 SO. SANTA FE AVENUE
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Freight Forwarding and Distribution
Household and Merchandlas Storage
PACKING AND SHIPPING
Member of May. W.A.—A.W.A.—Colo. W.A.

PUEBLO, COLO.

128-130 SOUTH MAIN

TRANSFER & STORAGE CO.

- * Modern Sprinklered Building
 - * Peel Car Distribution
 - Freight Forwarding an Distribution

*AGENT ALLIED YAN LINES-

BRIDGEPORT, CONN. [

U. S. Customs Bonded



The Bridgeport Storage Warehouse Co. General Offices 10 Whiting St. General Merchandise Storage and

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Total Storage Area 67,000 Sq. Ft.
Household Goods, Moving, Packing and Shipping N. Y., N. H. and H. R.R. Siding

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ARTFORD DESPAT and WAREHOUSE CO ..

Massachusetts daily.

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Over 50 Years in Business

BEDFORD, N. Y. PORT CHESTER, N. Y.

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Daily intercity Deliveries.

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Local and Long Distance Moving.

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ARTFORD DESPATC and WAREHOUSE CO. Inc 17

410 CAPITOL AVENUE, HARTFORD, CONN
U. S. Bonded Warehouses Private Siding Our fleet covers Connecticut
and Massachusetts daily. Warehouses at Bridgeport, Conn., and Springfield, Mass.

Members NFWA-AWA-ACW-AYL Agents

HARTFORD, CONN. |

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Offices—169 Park Ave., East Hartford General Merchandise Storage & Distribution **Pool Car Distribution**

N.Y., N.H. & H. RR. Siding

Tol. 8-488

HARTFORD, CONN.



SILLENCE Warehouse Co., Inc. HOUSEHOLD GOODS EXCLUSIVED

Fireproof Warehouses CMTA

NEW HAVEN, CONN. [

M. E. KIELY, Pres.

Established 1902

DAVIS STORAGE COMPANY

335 East St., New Haven, Conn.
Modern Fireproof Merchandise Warehouse
Private seven-car Siding, adjacent to Steamship and
R. R. Terminals' Pool and stop over cars distributed.
Merchandise Storage.
Motor Truck Service to all towns in Connecticut.
Low Insurance Rate. Prompt, Efficient Service.

Member of Connecticut Warehousemen's Assoc



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Agent ALLIED VAN LINES, INC

STORAGE and DISTRIBUTION



Established 1860

Merchandise, automobiles, funiture—23 buildings—ADT supervised watchman service—Low insurance rates—15 cardiding—Central location—Daily truck delivery service covering Connecticut and southern Massachusetts. sachusetts with

Established 1860

Bonded wi U.S. Customs,

THE SMEDLEY CO. 165 Brewery St., New Haven, Conn.

Members: AWA, NFWA, CWA, New Haven, Chamber of Commerce, Hauling Agent Allied Van Lines, Inc.

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One of New England's Largest Transportation Companies
Household Goods Packed, Stored, Shipped,
Merchandise Storage and Distribution.
Pool Cars Distributed in All Parts of Connecticat.
Branch Offices in Bridgeport, Hartford, New Hows Awaterbury, Conn.; Springfield & Worcester, Mass.

WASHINGTON, D. C.



Telephone ADams 5600 FEDERAL STORAGE COMPANY

1701 FLORIDA AVENUE

ent (See Page Advertisement Directory Issue)
---NFWA, AVL, WWA, CS&TA, DCTA

WASHINGTON, D. C.

Maurice Kressin, Mgr.

Manhattan Storage & Transfer Co. 639 New York Ave., N.W., Washington, D. C. Household Goods storage, packing, shipping. Pool Car Distribution Merchandise.

Lift vans local delivery.

Member Ind. Movers & Warehousemen's Assoc.

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

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ils Withdraw Schedule omises to Shippers

The Traffic Executive Assn., Eastern Territory, in a ly 28 notice to shippers and receivers of freight, ated:

"Because of the extraordinary demands of the Govment for war transportation, the railroads operating Official Classification Territory hereby notify all ippers and receivers of freight that transportation dules heretofore published or advertised are hereby thdrawn.

"Henceforth, these railroads, pursuant to Section
a) of the terms and conditions of the domestic Unim Bill of Lading, will use their best efforts to transrt all shipments with reasonable dispatch under the
nditions prevailing at the time of movement. They nnot, however, assume liability for failure to mainin the regularity of service heretofore prevailing or conform to schedules previously published and now ithdrawn.

The foregoing is similar to notices given by the railads in the West and South.

lational Reserve, L. A., Gets Govt. Storage

The California Railroad Commission issued an order Aug. 4 broadening the scope of an authorization ven the National Reserve Warehouse Co., of Los ngeles, to permit it to use 1,500,000 sq. ft. of wareouse space in Los Angeles and Long Beach for storge of all commodities offered by the U.S. Government.

The original order, under which the company was uthorized to establish the warehouse space, limited to storage of specified strategic raw materials. The ational Reserve's request for extension of operating ights for the duration of the war was denied, but the riginal permit, expiring June 30, 1942, was ex-

In its application, National Reserve called attention o the fact that warehouses in various metropolitan reas throughout the United States, including the Los Angeles area, have been urged by the Office of Defense Transportation to form unincorporated Federal Emergacy Warehouse Associations to make a single public varehousing organization available and to assure dequate storage facilities to the government as required.

The applicant company pointed out that a Federal Emergency Warehouse Assn. is in process of organization in Los Angeles and that National Reserve will be suitable agency through which the necessary storage facilities may be provided for the government during the interim period until the contemplated Federal Emergency Warehouse Assn. is formed and functioning.

In granting the certificate, the C.R.C. stipulated that the National Reserve Co.'s space be used exclusively for storage of government materials.

An application of the Central Warehouse & Storage Co., Los Angeles, for permission to divert to storage of any and all government materials the 250,000 sq. ft. of space which had been previously restricted by C.R.C. order to storage of crude rubber and other raw products, was denied by the Commission in a decision consolidated with the National Reserve decision.

The C.R.C. stated that in view of the fact that the entral Warehouse & Storage Co. did not appear to form a part of the broad plan of the Federal govern-ment, and since National Reserve Co. will provide a temperary reserve of 1,500,000 sq. ft. of space in Los Angeles and Long Beach, there was no apparent present need for broadening the company's powers by permitting it to use the crude rubber space for storage of other commodities that may be offered by the government.-Herr.

WASHINGTON, D. C.



Fireproof Storage Warehouses

TORAGE CO., INC.

1313 You St. N.W. Washington, D. C. A.T.A. —D.C.T.A.—Beard of Trade, Washington, D.C.

reserve to

WASHINGTON, D. C.



City Delivery Service Direct Switching Connections into Warehouse Pennsylvania Railroad

TERMINAL REFRIGERATING & WAREHOUSING CORPORATION

> 4th and D Streets, Southwest Member of A. C. W.

WASHINGTON, D. C.

W. E. EDGAR, Bust.

THE TERMINAL STORAGE COMPANY OF WASHINGTON

First, K and L Streets, N. E.

Large buildings of modern construction, total floor area 204,000 square feet, of which 109,000 square feet is of fireproof construction. Storage of general merchandisc

CONSIGN SHIPMENTS VIA B. & O. R. R.

Heated rooms for protection against freezing.

Member of American Warehousemen's Association

WASHINGTON, D. C.



Established 1901 UNITED * STATES STORAGE COMPANY

418 10th Street, N. W.

We Reciprocate Shipments

(See Advertisement in Directory issue, page 112)
Member of N.F.W.A.-W.W.A.

JACKSONVILLE, FLA.

FLORIDA'S LARGEST WAREHOUSE



Union Terminal Warehouse Company

700 East Union Street

Merchandise Storage—Custem Bonded—Poel Car Distribution Reconsigning—Trucking Service—Trackage 52 Cars Reinforced Concrete—Sprinkler System—A.D.T. Service Insurance Rate 12 Cents

Rental Compartments-Sub-Posteffice, Members A.W.A.-A-G-of-W.-J.W.A.

TAMPA, FLA.



"Your Tampa Branch House"

MERCHANDISE

HOUSEHOLD GOODS

Member American Warehousemen's Assu

TAMPA, FLA.

GULF FLORIDA TERMINAL CO., INC.

TAMPA, FLORIDA Phone M-8151

Cold Storage—Air Conditioned Storage—General Merchandise Storage
Peel Car Distribution—U. S. Customs Bended Warshouse—Preceding
PRIVATE DOCKS—Direct Steamship Service: Pen Atlantic Steamship Line,
Waterman Steamship Line.
PRIVATE RAILROAD SIDINGS—Statatic Coast Line, Seaboard Air Line.
FIREPROOF BUILDING—Sprinkler System. Insurance rate 14¢.

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Merchandise Storage
Pool Car Distribution
Commercial Cartage
Water & Rail connections
Low Insurance Rate
Household Goods Storage
Moving—Packing—Shipping
Agents Allied Van Lines
National Movers

Members: AWA-NFWA

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TAMPA COLD STORAGE & WAREHOUSE CORPORATION

Leans on Stored Commodities.

Sales Representat
Peel Cars Handled.
Lecated in heart of Tampa. General mershandiss.—Caterage. Efficient distribution over online state. Fleid

380,000 Sq. Ft. HEW YORK ALLIED DISTRIBUTION 1

TAMPA, FLA.

WILLIAM J. EVE, Manager

WAREHOUSE, INC.

BONDED

CARLOAD AND COMMERCIAL STORAGE POOLED CAR DISTRIBUTION

Morgan and Water Streets, Tampa, Florida

ATLANTA, GA.

AMERICAN BONDED WAREHOUSE

Affiliated with SOUTHEASTERN BONDED WAREHOUSES "Better Warehouse Service"

651-653 Humphries St., S. W.-Sou. R. R. Merchandise Warshousing Pool Car Distribution Sprinklered A.D.T. Burglar Protection A.W. Am.



ATLANTA, GA.

"Atlanta's Largest"

MONROE BONDED WAREHOUSES

Invested Capital \$325,000 Lowest Warehouse Insurance Rate in Atlanta

MERCHANDISE—COLD STORAGE—TRUCKING

Private Railroad Sidings-Concrete Warehouses

ATLANTA, GA.

ESTABLISHED 1917

SECURITY WAREHOUSE COMPANY 113-129 COURTLAND ST. S. E.

Commercial Warehousing at Its Best

SAVANNAH, GA. ATLANTA, GA.

BENTON RAPID EXPRESS

The Fastest Freight Service Between Atlanta and Suvannah and Intermediate Points.

CUSTOMS BONDED AND INSURED

Ask us to quote on all kinds of shipments received from and delivered to Steamship Lines—Serving the Port of Savannah

Principal Office

1 Victory Drive Savannah

436 Whitehall St. S.W.

SAVANNAH, GA.

Savannah's only bended warehouse SAVANNAH BONDED WAREHOUSE & TRANSFER COMPANY,



COMPANY.

BAY STREET EXTENSION & COMPANY.
Pest Office Box 1187
General Storage—Distribution—Reconsigning
Custom House Brokers—Custom Bended
Regular steaming service from principles
Eastern. Wesslern & Gulf ports—track connection with all rail and steaming the service from the



Bekins Awarded Army Contract

Three contracts to move, store, pack and ship ho hold goods of Army officers and enlisted men have awarded to Bekins Van & Storage Co. exclusively the Los Angeles and Fresno County territory. company during the past 2 yrs. has established a tional warehouses in Santa Monica, San Diego, mington and Pasadena. The Omaha office has been larged and modernized. New trailer equipment been added to the van fleet operating between coas cities, Middle West and Texas points.

West Coast Lend-Lease Offices Set Up

With the establishment of a lend-lease export of at Los Angeles, set up at the end of July by Capt H. L. McKay, manager of forwarding, W.S.A., the la of these offices on the West Coast is in operation Offices are now at Seattle and Portland; they are si ilar to the San Francisco Freight Forwarders Assa Inc., being composed of freight forwarding executive -Gidlow.

California Warehouse Rate Increases Authorized by O.P.A.

Fifty-five storage and warehouse establishments California have been authorized by the Office of Pris Administration to increase maximum charges for spec fied services to levels recently approved by the Cal fornia Railroad Commission.

The Commission's action was based on petitions an hearings held prior to March, base pricing period under the General Maximum Price Regulation, and on studi of operating costs.

For 29 establishments, storage rates on grain may increased from \$1.25 to \$1.50 per ton per season, and on rice from \$1.50 to \$1.75 per ton per season. This increase grew out of a petition filed with the Railro Commission in July, 1940, and took into account the growers' ability to absorb the higher charges.

For 26 establishments in and around Los Angele increases of 15 per cent in handling charges and gene ally in excess of 15 per cent in specified other incidents services were allowed. The increases did not affect monthly storage rates, except in the minimum monthly charge per customer. The Commission reported that the warehousemen had made no substantial changes rates since Feb. 1, 1938, in spite of substantially higher operating expenses. Fourteen of the companies show an aggregate net loss from all warehouse operation

The increases were authorized by O.P.A. in Orders and 8 issued under Section 1499.18(c) of the General Maximum Price Regulation.

Pulp Haul Mileage Saved

The War Production Board's pulp and paper brand has surveyed a large segment of the pulp and pape industry and as a result put in force last month ruling that were estimated to save about 100,000 car-mile through elimination of cross-hauling of wood pulp. This saving resulted directly from the interchange of Eastern and Western book and bond grade bleached sulphite pulp.

In the allocation of pulp for August under general preference order M-93, it was found possible to diver shipments to prevent the cross-hauling of approx imately 2,500 tons of this grade of pulp in each direct tion across the country.

Further surveys will determine the interchange ability of other grades.

ONOLULU, HAWAII

WHEN SHIPPING GOODS TO HONOLULU

onsign to us and the same will be given our best attention, todern Concrete Warehouses. Collections promptly remitted. Correspondence Solicited

CITY TRANSFER COMPANY
Cable Address: LOVERINO, HONOLULU

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Merchandise Warehousing & Forwarding Negotiable Warehouse Receipts Issued Pool Car Distributors Private Siding U.P.R.R.

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Across the street from Tribune Tower-only 3 minutes from the Loop The best of re-shipping facilities-direct tunnel connection with all railroads, eliminating cartage. Private switch on C&NW Railway. livery platform inside the building. Private dock on Chicago River.

Every facility for efficient storage and distribution of your merchandise.

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Capacity 1200 Carloads

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WHEN we say "Ideal in Chicago" we have in mind more advantages than this small advertisement can attempt to detail . . . Our units are located centrally on private well paved streets . . . They provide ample parking and loading spaces, including a second floor level roadway and truck elevators . . . A Chicago Junction Railway Union Freight Station under the same roof assures fast shipment service without transfer or cartage expense . . Fast freight elevators, plenty of them, natural light on all sides, heat and power as required, clean, modern quarters for offices or light manufacturing... Whatever your space needs, come to see Central Storage units and learn more about these and other important features which make them:



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A complete warehouse organization fully equipped to handle merchandise rapidly and economically

with convenient locations for local trade and excellent transportation facilities for national distribution. Chicago Junction In and Outbound Union Freight Station—direct connections with thirty-eight railroads. Receiving Stations for Railroads, Express and Truck Lines on premises.

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Largest warehouse in the Great Central Market territory.

Largest warehouse in the Great Central Market territory. Especially adapted for combination of office and warehouse or factory. • Splendid shipping facilities including all phases of transportation. • Rail, water, tunnel, truck. • Track capacity 150 cars. 2500 feet of dockage for boat unloading. • Direct water service from Eastern Seaboard, Gulf and Canada. • Direct free tunnel connection all railroads. • Universal station in building for out of town truck shipments. • Low insurance rates. • Heavy floor lead. • Our general storage division operating in separate buildings with same facilities. • Storage in-transit, pool car distribution, customs bonded.

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North Pier Terminal Co.

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For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

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ockford Terminal Warehouse organized

The Rockford Terminal Warehouse has been organed and has become a member of Allied Distribution, nt. The warehouse is located at 1109 Seminary St., ockford, Ill.

Rockford Terminal was recently organized as a ivision of the Winnebago Manufacturing Co., which, ong established, has been operating the plant-now mverted to warehousing—as a wood-working buildng chiefly for the making of radio cabinets. J. H. Junn, president and principal stockholder of the Winneago company, incorporated the Rockford Terminal Varehouse and is its president. J. H. Dunn, Jr., is ecretary and general manager.

The building is of mill type construction and conains 115,000 sq. ft. It has private sidings on both the Chicago, Milwaukee, St. Paul & Pacific and Chicago, Surlington & Quincy Railroads, with reciprocal switchngs from the other entering railroads, the Chicago & Northwestern and the Illinois Central. The building s 5 stories and basement and is part of a plot and roup of structures occupying 11 acres of ground all wned by the Winnebago company. It is fully sprinkered and has a contents insurance rate of 19 cents per 100 per year and is protected by 24-hr. personal watch-

Rockford Terminal will handle general merchandise aclusively, specializing in the storage-in-transit of anned food products.

Warehousing Specialists Needed by Army

(Continued from page 6)

St., Suite 1457, Chicago. Those who have heretofore applied, without result, for a commission in the Army, is so disposed, should file their applications for a commission in the Army Specialist Corps.

The following information regarding the Army Specialist Corps will be helpful:

Specialist Corps will be helpful;

1. Establishment—The Army Specialist Corps, a corps of uniformed civilians, was established by Executive Order No. 9078, Feb. 26, 1942. It is a branch of the War Department, under the supervision and direction of the Secretary of War.

2. Objective—The Corps will supply all branches of the Army and other agencies of the War Department with professional, scientific, technical, and administrative personnel. In many instances this will release from administrative tasks military personnel for command or combat duty.

3. Eligibility—The applicant must be a citizen of the United States. His education, training, experience, and general fitness to fil the position will be the basis for his selection. Physi al qualifications and age are secondary to the ability to perform the designated task.

4. Application—Information and the necessary forms may be

kathons and age are secondary to the beautiful segment task.

4. Application—Information and the necessary forms may be behained from Army Information Centers, The Adjutant General, the Army Specialist Corps and the Civil Service Commission. Applicants must fill out a questionnaire which is a personal history form. This will be classified and evaluated. Appointments will be used only to meet the specific needs or vacancies in accordance with requests by the Army or agencies of the War Department.

5. Assignment—Members of the Corps are subject to assignment for duty with the Army in this country and in the theatres of seration. Their post of duty will be determined by the command-secondary of the organization to which they are assigned.

5. Duration—Appointments will be made for the duration and secondary exceptional circumstances at the discretion of the Director Secretal.

Rank and Title—There will be 2 classes of personnel who will awarelative rank with officers and enlisted men of the Army.
 (1) Officers
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la seneral, their titles will be the same as those for corresponding mak in the Army.

8. Promotions—Promotions may be made by the Director General.

8. Promotions—Promotions may be awarded by the Secretary of War upon the recommendation of the Director General.

9. Uniform—The uniform will be practically the same as that of the officers and enlisted men, respectively, of the Army. Both uniform and insignia will be distinctive so that members of the Copps will be readily recognized as such.

10. Pay—The rate of pay is based upon the Civil Service Classification Act and will, in general, be comparable to that in use for smilar grades in the Army.

11. Civil Service Status—Any person occupying a Government position other than temporary may be transferred or appointed to be Cops and shall during the period of employment therein be descreted to be on leave of absence without pay. Individuals ap-

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Merchandise Warehouses close to the Loop. Direct railroad connections. U. S. Customs Bonded and free storage. Low insurance rates.

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Shipments received and dispatched by water - rail or truck. Private track of Pennsylvania R. R. direct into Warehouse. In the heart of downtown Chi-

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One block from Main U. S. Post Office



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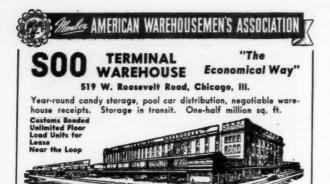
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SYKES SERVICE

Fully sprinklered warehouse building for merchandise storage exclusively.

Centrally located—only 12 minutes from the loop, Complete warehouse service with personal supervision. Pool Car Distribution

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Prompt Delivery and Best of Service.

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A half million feet of modern warehouse space where you have every advantage for receiving, shipping and reshipping. Track space accommodates 360 railroad freight ears. 70 ft. covered driveways practically surround the clean, light and airy warehouse.

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Decatur Warehouse Company (SHUMATE TRANSFER)

555 East Wood Street ANSFER—STORAGE—DISTRIBUTION
MOVING—PACKING
Licensed—Bonded—Insured Carriers pointed to the Corps will not acquire Civil Service retirement

pointed to the Corps will not acquire Civil Service retirements ductions.

12. Command Functions—Members of the Corps will execute administrative and supervisory functions only. They will not exceed a command functions insofar as Army officers or enlisted are concerned except that when Army personnel are assigned duty in any activity operated by officers of the Corps, they all subject to the orders of officers of the Corps to the same and in the same manner as though they were members of the Corps will be directly sponsible to the military commander of the organization as whose jurisdiction they are functioning.

14. Customs of the Service—The normal courtesies, respect, nobligations now in practice between officers and enlisted men the Army will be recognized and practice between officers as specialists of the Corps, except that salutes between members the Corps or between members of the Army and members of Corps are not required.

15. Travel—Travel from home to initial station will be at expense of the individual. Travel of members of the Corps official business will be at Government expense subject to Genement Travel Regulations governing civilian officials and employ Travel for dependents is not authorized.

16. Sales of Quartermaster Supplies and Services Members of the Corps will be accorded the same privileges as are acced commissioned and enlisted personnel of the Army in making ments are continued for wear or use by the Corps.

17. Resignations and Leaves of Absence—Resignations will accepted upon approval of the Director General. Members of a Corps are entitled to the same leaves of absence, including it leave, as are provided for other civilian employees of the General Accepted upon approval of the Director General. Members of a Corps are entitled to the same leaves of absence, including it leave, as are provided for other civilian employees of the General between the corps.

ment. Leaves of absence with period by the Director General.

The following information covers eligibility as fected by age and Selective Service considerations:

An applicant is not eligible for appointment if under 30 unpermanently physically disqualified for general military service.
 An applicant is not eligible for appointment if over 30 under 45 if in Selective Service Class 1-A.

Selective Service Status

3. An applicant is not eligible for appointment if he is in Settive Service
Class 1-A-O (Conscientious Objector)
Class 1-B-O (Conscientious Objector)
Class 4-E (Conscientious Objector)
Class 4-E-L S (Conscientious Objector)
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Service
Class 1-B (Available for limited military service)
Class 3-A (Deferred account of dependents but not liable be reclassified 1-A)
Class 4-A (Regardless of age. Has completed military service)
Class 4-F (Physically disqualified. May not be eligible Corps under certain circumstances)
NOTE: Appointment in the Army Specialist Corps does not a appointee's liability for military service under Selective Sen Act.

Titles and Rates of Pay

Colonel	Minimum 86.500	Maximum 87.500
Lieutenant Colonel		6,400
Wajor		5,400
Captain		4,600
First Lieutenant		4,100
Second Lieutenant		3,500
NOTE: Rate of pay may not be	higher than	rate of pay to

Pratt, Mgr. of Chicago Emergency Warehouse Assn.

The recently organized Federal Emergency Ware house Assn. of Chicago has announced the selection of Harry Pratt as full-time manager, effective since Au I. Donald E. Horton, secretary of the Illinois Asan. d Merchandise Warehousemen, who was original named manager of the new agency, has been given the position of secretary and will, at the same time, col tinue his duties with the Illinois warehousemen's group Mr. Pratt was formerly manager of Central Storage Forwarding Co., Chicago. He has been replaced the by Earl Guy, that company announced .- Slawson.

414 Electric Industrial Trucks Sold

Domestic bookings for electric industrial trucks June were 414 units, according to the Industrial Truck Statistical Assn., Chicago. Their value was \$1,503,788

ST. LOUIS, ILL

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Barge Line and independent towing operations.

Merchandise and food commodities of every description, from every part of the globe, can conveniently reach, be economically thored, and then efficiently distributed from Evansville.

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FIREPROOF AND NON-FIREPROOF BUILDINGS. Pittsburgh, Fort Wayne & Chimps R. R.; Grand Rapids & Indiana R. R.; Wabash R. R.—Private Sidings—Poel Car Distribution

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Wester

New A.W.A. Members

The American Warehousemen's Assn. announces 8 ew members, which are as follows: Columbus Ter-inal Warehouse Co., Columbus, Ohio; Corpus Christi Farehouse and Storage Co., Corpus Christi, Texas; Juris Storage & Transfer, Inc., Cleveland: Duluth erminal & Cold Storage Co., Duluth, Minn.; Great akes Warehouse Corp., Hammond, Ind.; Grocers reminal Warehouse Co., Inc., Chicago; Keystone arehouse Co., Buffalo, N. Y.; and Weicker Transfer Storage Co., Pueblo, Colo., branch house affiliation Weicker Transfer & Storage Co., Denver.

awmill and Fuel Truck

s Air Cargo

Northwest Airlines, Inc., has lately been handling me odd cargoes, James Fauteux, traffic manager, at hicago, revealed in a recent interview. One unusual ob involved transportation of a sawmill, complete with otors and all accessories from its original site to a renote North Woods lumber camp several hundred miles way, he said. After being dismantled, the equipment vas crated and hauled to an airport where it was aded into a giant Douglas cargo plane. A few hours ter it was landed at destination, set up and put in eration, the elapsed time in hours being less than the umber of days that would have been required for povement of the machine by rail or truck.

Since Pearl Harbor, Fauteux said, Northwest Aires has been carrying everything from tractors to eans for the soldiers, and including a full-size fuel ruck which was dismantled, packed into a cargo plane nd flown across country to an Eastern city. Experinces to date, in handling heavy cargoes, he added, are ust a forerunner of what is to come in air freight ransport .- Slawson.

Continued Air Cargo Gains Shown by United

Continued large gains in air cargoes, the majority of em linked with the war program, are shown in estinated figures of United Air Lines for July, released y C. P. Graddick, director of United's express-mailreight department.

Express-pound miles for the month gained approxinately 191 per cent over July a year ago, totaling 43,814,000 as against 255,666,511 express-pound iles for July, 1941. United's express-pound mile gain or the first 7 mos. of this year was given as 1541/2 per cent

Air mail is steadily increasing with United having own 891/2 per cent more mail-pound miles in July, 942, than a year ago for a total of 1,201,312,000 as gainst 633,782,947 mail-pound miles.

0,000-Mile Delivery n 6 Days

General Electric Co. officials at Schenectady, N. Y., ave disclosed what they think may be a record for peedy delivery of Navy equipment to the other side If the world. At 6 p.m. on a recent Thursday an order as received at an Eastern G.E. plant for equipment equired by a U. S. warship near Australia.

As many workers as could be employed efficiently forked all that night and all the next day and night to assemble the equipment. Escorted by police, it was ushed to a nearby airport and flown westward, arriving n San Francisco on Sunday. On Wednesday, 6 days after the order had been received, a bombing plane anded the equipment at its Pacific destination, more han 10,000 miles from the plant where it originated.

WATERLOO, IOWA

IOWA WAREHOUSE CO.

Fireproof Warehouse

Motor Truck Service

Distributing and Warehousing All Classes of Merchandise, Household Goods and Automobiles

DODGE CITY, KANSAS

JOHN PRESSNEY, Own

THE DODGE CITY WAREHOUSE CO.



501 West Chestnut, Foot of Boot Hill MERCHANDISE — HOUSEHOLD GOODS and COLD STORAGE

Distribute Pool Cars, Ship via RI or Santa Fe Rys. Member AWAm-Kas MTA

KANSAS CITY, KANSAS

INTER-STATE TRANSFER AND STORAGE COMPANY

FIREPROOF WAREHOUSE 18th & MINNESOTA

L. J. CANFIELD, Proprietor

Packing, Moving, Storing and Shipping. Private Siding Agent for Allied Van Lines, Inc.

Telephone Dr. 3420

TOPEKA, KANSAS

Agent for Allied Van Lines, Inc.

TOPEKA TRANSFER and STORAGE Co., Inc.

Established (880)

FIREPROOF WAREHOUSES FOR MERCHANDISE & HOUSEHOLD GOODS
TWICE DAILY TRUCK SERVICE TOPEKA-KANSAS CITY
CITY-WIDE DELIVERY SERVICE

Private Switch Connections AT & SF. CRI & P. U.P. and M.P.

WICHITA, KANSAS

A Modern Distribution and Warehousing Service

Brokers Office & Warehouse Co.

B. W. BILLINGSLEY, JR., Manager Member of American Chain of Warehouses

WICHITA, KANSAS I



Write or Wire TRANSFER & STORAGE CO

WICHITA, KANSAS Fireproof Storage and Sprinkler System

WICHITA, KANSAS "A Warehouse service complete in every detail"

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Storage Distribution
Office and Display Space—Sprinklered—Low Insurance
301 South St. Francis Avenue
Murray E. Cuykendall, General Manager

MEW YORK SELLED DISTRIBUTION INC. CHICAGO
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LOUISVILLE, KY.

Louisville Public Warehouse Company

25 WAREHOUSES

944,000 SQUARE FEE!

Louisville Member
AMERICAN CHAIN—DISTRIBUTION SERVICE, INC. H. H. Goods Gen'l Mdse.

ALEXANDRIA, LA.

ALEXANDRIA IN THE HEART OF LOUISIANA



Bonded Brick & Concrete Warehouse. Stor-ing, Packing. Pool Car Distribution. Agents Acro Mayflower Transit Co. Private Sidings L&A.S., P.&R.I. Ry.

Carnahan's Transfer & Storage P. O. Box 911 Member of A.W.A.—May W.A.—S.W.A.



ALEXANDRIA, LA. B. F. HENRY, Pros. HARRIET POWARS, Secy.-Tross.

Rapid Transfer and Storage Co., Inc. 1056-1058 WASHINGTON STREET



Merchandise and Household Goods Storage Pool Car Distribution
Ship via R.I. Ry.—So.P.—L.&Ark. Ry.—Mo.P.
and T.&P.

Agents for Allied Van Lines, inc.

Member NFWA-SWA

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E. B. FONTAINE, Pros. & Mgr.

Commercial Terminal Warehouse Company INCORPORATED

Modern Merchandise Warehouses

A dependable agency for the distribution of merchandise and manufactured products.



Storage Cartage Distributing and Grading

Forwarding Bean Cleaning Fumigating

Office 402 No. Peters Street
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LOUISIANA

NEW ORLEANS, LA.

Douglas Shipside Storage Corporation Douglas Public Service Corporation



New Orleans, La. New OFIGAINS, 1.48.

Sprinklered sterage
1,050,000 square feet.

Midse, and Furniture.

Switch track capacity —
100 cars.

Nine warehouses, convenient to your trade.

Loans made against negetiable receipts.

Truckling Department operating 105 trucks.

Insurance Rates 12¢ ta
46c.



FIRE INSURANCE IS ALMOST ALWAYS LESS IN A WAREHOUSE THAN IN THE FACTORY

Army Develops "3-in-1" Container for Packaging Dehydrated Foods

For months the Army has been seeking a substitution for tin and other critical metals as a packaging mg rial for overseas shipments of dehydrated foods. research has been completed at the Quartermaster Co Subsistence Laboratory in Chicago with the devel ment of a new "3-in-1" package which is moist proof and offers protection against insects. In a tion, it can be submerged in salt water for several how WO without damage to the contents.

While the container, which holds 5 gals., was signed primarily for shipping white potatoes, sm potatoes, beets and yellow turnips, it has performed well under rigid service tests, that it shows promise

packaging other dehydrated products.

Under the previously used packaging method the products we chase of 1 million pounds of dehydrated products we require about 250,000 lbs. of tin plate or other critismetal. The new system utilizes specially-treated page fiber and wood. The only metals needed are relative small amounts of lead and steel wire.

A feature of the "3-in-1" system is the widespre use of laminated paper, that is, 2 or more sheets paper and lead foil fastened together with adhesi coatings that makes them waterproof. Several lamin ing agents, notably asphalt and wax, have proved to

acceptable.

First step is to place 5 gals, of dehydrated food side a laminated bag made of glassine paper. This of tainer is then put into a somewhat heavier, or main which is insect-resistant and moisture proof. On outside of the main bag is a layer of kraft paper (t brown kind usually used for wrapping groceries) while is laminated to a thin sheet of lead foil. The insi layer is a vapor-proof cellophane.

The 3rd step is to place the main bag inside a carre made of solid fiber, which is a weather-proof paper of pound. Finally, 2 of these cartons, each containing gals. of dehydrated food, are packed in a single sh ping case which may be made from any one of 3 star ard types of materials: a weatherproof solid fiber, nailed wooden box or a wire-banded wooden box.

Industrial Power Truck **Output Limited**

(Concluded from page 15)

(Concluded from page 15)

SMH-4560, SRH-5660, SRH-5770, SRH-5778, SRH-68

SMH-5170, SRH-4560.

Easton Car and Construction Co.: HP-4, LP-4, LP-4, LF-6, TLC-4, TLC-6.

Elwell-Parker Electric Co.: EQ-4, EP-4, EP-6, EP-1

ELW-6, ELN-10, F-23, F-19, F-25, C-4, C-X, C-S, 2000 Crane attachment, GEP-6.

W. F. Hebard Co.: A-3, A-14, J-233.

Howell Industrial Truck Company: 112, 30, 90, 80-FG Lewis-Shepard Sales Corp.: EFT-3, EFT-4, GFT-3, GFF
Lift Trucks, Incorporated: EHN-3000#, EHW-400 in platfer in fig. 7, 9, and 11 inch platform heights.

Mercury Manufacturing Co.: A-1007, A-1006, A-10

A-1001, A-1017, A-1018, A-1360, A-1480, A-540, Banty.

Rocky Mountain Steel Products Co.: Pony Express-Gas.

Ross Carrier Co.: 20-H, 18-H, 16-H, 15-H, 12-H, 70-46

70-6051, 90-6556, 90-7056, 90-7968, 90-10868.

Towmotor Co.: LT-40, LT-44, LT-46, LT-53, LT-56, LEC, LT-72.

Vaughan Motor Co.: PAW, SAL, SAW, C.

Willsmette Hyster Co.: Karry Krane, Handy Andel

70-6051, 90-6054, 90-6050, 50-1006, 2017-60, 201

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MALONEY TRUCKING & STORAGE, Inc.

133 NORTH FRONT ST.

in able screent to the PORT OF NEW ORLEANS
spirit warshaving facilities—Distributios—Velghing—Fowarding—Funigat—
Surape—Ortage—Field Warshavesing—Office Space—Display Resens—
United States and States

Represented By:
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New Orleans Merchandise Warehouseman's Ass'n

WEW ORLEANS, LA.

T. E. GANNETT. Owner



Standard Warehouse Company 100 Poydras St., New Orleans, La.

Complete Warehousing Service

HREVEPORT, LA.

The Distribution Center of ARK.—LA.—TEX.

SPECIALIZING IN

MERCHANDISE STORAGE and POOL CAR DISTRIBUTION

HERRIN TRANSFER and WAREHOUSE CO., INC.
MARSHALL AT DAVIS STREET, SHREVEPORT, LA.
Jusehold Goods Storage and Transfer. Trucking Delivery Service.

INGOR, MAINE

McLAUGHLIN WAREHOUSE CO.

Established 1875

Incorporated 1918

General Storage and Distributing

Rail and Water Connection-Private Siding

Member of A.C.W .- A.W.A. - N.F.W.A .- Agent A.V.L

MEMBER MAYFLOWER



Atlantic Storage & Warehouse, Inc.

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Warehousing and Distribution of General Merchandise except goods detrimental to foodstuffs

> Modern construction Sprinkler system protection

Insurance rate 16½c

A.D.T. Automatic Burglar System

Storage in transit privilege on flour, canned goods, paper and paper bags

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For Details See Directory Issue Distribution and Warehousing



BALTIMORE FIDELITY WAREHOUSE CO.

T. E. WITTERS, President Baltimore's Most Modern Merchandise Warehouses

Rail and Water Facilities Pool Car Distribution-Storage-Forwarding Private Siding Western Maryland Railway

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Operating Terminal Warehouses on Tracks of The Baltimore & Ohio Railroad Co. A.D.T. Private Watchman, Sprinkler
Storage—Distribution—Ferwarding
Tebacco Inspection and Export—Low Insurance Rates
Consign Via Baltimore & Ohio Railroad

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Resources \$750,000

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Uncrating-Special Flat Bed Trucks for Lift Ca. Agents: Allied Van Lines . . . Member N. F. W. A.

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Baltimore's Modern Fireproof Warehouse 4ll Collections Promptly Remitted

MOTOR FREIGHT SERVICE loods Pool Car Distribution Member at N.F.W.A.—Md.F.W.A.—Md.F.W.A.—Md.W.T.A. Merchandise

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524 to 534 WEST LAFAYETTE AVENUE BALTIMORE, MD.

The Most Complete Moving and Storage Organization in Battimere.
MERCHANDISE and HOUSEHOLD GOODS—Two Warehouses conveniently located—Packing—Crating—Lift Van—Local erayage—desk space. Long Distance Moving to all points.—Certificate granted—MC-52452.

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Concrete sprinklered warehouse centrally located. Private siding handling CL shipments via B&O, WM R.R. and PENN R.R. Low storage and insurance rates. Negotiable receipts issued. Pool car distribution. Motor truck service. Baltimore Port rates on CL via M & M T Co., from New England.

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WAREHOUSE

Terminal Warehouse Co.

Operating four Modern Warehouses on tracks of Pennsylvania Railroad Company.

Trucking Storage A.D.T. Watchmen Pool Car Distribution Financing

Bonded Space

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CLARK-REID CO., INC.



GREATER BOSTON SERVICE

HOUSEHOLD GOODS STOREGE PACKING SHIPPING
OFFICES 83 Charles 51, Boston
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GENERAL MERCHANDISE STORAGE

Pool Car Distribution

Sidings on N. Y., N. H. & H. R. R.

Member Mass. Warehousemen's Assn.

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Established 1896 MOVING PACKING OMDUNN CO.

STORING COMPLETE WAREHOUSING FACILITIES
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131 Beverly Street
Boston and Maine R. R.

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GENERAL MERCHANDISE STORAGE

Free and Bonded Space

Successors to

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Rail and Motor Truck Deliveries to All Points in New England

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Hoosac Storage and Warehouse Company Lechmere Square, East Cambridge, Mass.

FREE AND BONDED STORAGE

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Direct Track Connection B. & M. R. R.
Lechmere Warehouse, East Cambridge, Mass.
Hoose Stores, Hoose Docks, Charlestown, Mass.
Warren Bridge Warehouse, Charlestown, Mass.

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C. F. COWLEY, Asst. Trees.

J. L. KELSO COMPANY

General Merchandise Warehouses UNION WHARF, BOSTON

Connecting all railroads via
Union Freight Railroad Co.
Motor Truck Service
Member of Mass. W. A.

BOSTON, MASS.

MERCHANTS WAREHOUSE CO. 453 COMMERCIAL STREET CAP. 7760

Central Location. Private railroad siding, connected to all railroads.

Free and Bonded Storage.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warel

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BOSTON, MASS.

QUINCY MARKET COLD STORAGE AND WAREHOUSE COMPANY

Incorporated 1881

178 Atlantic Ave., Boston, Mass.

BOSTON, MASS.

WIGGIN TERMINALS, Inc. 50 Terminal St.

Boston (29)

STORAGE

N. Y., N. H. & H. R.R. E. Street Stores South Boston

BOSTON, MASS.

B. & M. R.R. Mystic Wharf. Boston

ESTABLISHED 1830

D. S. WOODBERRY CO. P. O. BOX 57, NORTH POSTAL STATION, BOSTON

Largest Pool Car Distribution Specialists for New England TRUCKING & STORAGE

BOSTON & MAINE R.R. SIDING

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LYNN STORAGE WAREHOUSE CO. 154-156 Pleasant St.

The only Fireproof warehouses on the North Shore complete with every facility and private sidings for the storage and distribution of merchandise, automobiles and household goods, 100,000 sq. feet of space.

Distributors-Packers-Shipper Member N.F.W.A.-Mass. F.W.A.



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NEW BEDFORD STORAGE WAREHOUSE CO. MAIN OFFICE - 152 FRONT STREET

large modern warehouses centrally located in wholesale district—specially constructed for storage, handling and distribution of general merchandise.

Storage and Industrial Space for Rent or Lease Furniture, Storage, Packing and Shipping Member of NFWA—AVL—American Chain of Whee.



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T. ROBERTS & SONS, INC. Local and Long Distance Furniture Moving

Fireproof Storage Warehouses
Household Goods Storage — Packing — Shipping
Merchandisc Storage and Distribution
Pool Car Distribution

DIRECT R.R. SIDING

B. & A. R.R. OR ANY R.R.

AFTENTION

Warehouse receipts can be used for financing. This is considered excellent collateral by banks and these assets are separately considered.

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Atlantic States Warehouse and Cold Storage Corporation 385 LIBERTY ST.

General Merchandise and Household Goods Storage Cold Storage for Butter, Eggs, Poultry, Cheese, Meats and Citrus Fruits

B. & A. Sidings and N. Y., N. H. & H. R. R. and B. & M. R. R.

Member { A. W. A. M. W. A.

Daily Trucking Service to suburbs and towns within a radius of fifty miles.

SPRINGFIELD, MASS.

F. G. Monney, Press. J. G. Hyland, V-Press.

HARTFORD DESPATCH

Free Time at Boston on Wool Now 48 Hrs.

The free time for unloading wool from freight cars in the Boston switching area is now 48 hrs., a cut in time from 96 hrs., brought about by orders from the I.C.C. The order went into effect July 27. Sundays and holidays are not considered additional free time. If the 48-hr. free time on a car expires Saturday at 5 p.m., the first day of demurrage will be the next succeeding day; that is Sunday.

The wool trade has enjoyed the 96-hr. privilege for many years during June, July, August and September.—Wellington.

New Literature

Calcium Chloride Assn., Detroit, has issued a new bulletin on Refrigeration Data with special reference to the use and properties of calcium chloride. The contents include chapters on essential requirements and maintenance of refrigeration brine, theory of corrosion and the use of inhibitors, mechanics of refrigeration and flow of brine in pipes. Numerous charts and tables on the properties of calcium chloride; ammonia; size, displacement and refrigerating capacities of piping, pumps, tanks and ice cans; plus other data on insulating materials, storage properties of foods, safety hints for plants and conversion tables makes this free 72-page bulletin a most comprehensive and valuable reference book.

Lamson Corp., Syracuse, N. Y., in its broadside, "Wasted Steps Sabotage Production," illustrates the use and need of pneumatic dispatch tubes in war plants for speeding up work. Typical installations of Lamson tubes are listed.

Cleveland Crane & Engineering Co., Wickliffe, Ohio, engaged 100 per cent in war work, describes and illustrates the use of its crane, tramrail and steelweld products in war and other industries. Write for Cleveland Crane Graphic.

National Door Manufacturers Assn., Chicago, has prepared a comprehensive manual containing information on a new projected wood window sash which has just been developed. This is not the first time that

SPRINGFIELD, MASS.



J.J. Sullivan The Mover, Inc.

Fireproof Storage

Offices: 385 LIBERTY ST.

HOUSEHOLD GOODS STORAGE, Packing, Shipping, Pool Car Distribution of All Kinds Fleet of Motor Trucks

BENTON HARBOR, MICH.

POOL CAR DISTRIBUTORS

Serving all points in southwestern Michigan and northwestern Indiana. Shipments may be consigned via Michigan Central or Pere Marquette railroads to Benton Harbor as a distribution point. Interstate and Intrastate motor freight common carrier with I.C.C., Michigan,

MIDWEST TRANSIT LINES GENERAL OFFICE • 315 NINTH STREET • BENTON HARBOR, MICH.

DETROIT, MICH.



Central Detroit Warehouse

Located in the heart of the wholesale and jobbing district, within a half-mile of all freight terminals. Modern buildings, lowest insurance rate in city.

Michigan Terminal Warehouse Wyoming and Brandt Avenues

Modern concrete buildings, fully sprinklered, serving the west side of Detroit and the city of Dearborn. Specializing in heavy and light package merchandise and liquid commodities in bulk. Connected directly with every railroad entering the city.

Central Detroit Warehouse Co.

Fort and Tenth Streets, Detroit, Mich.

DETROIT, MICH.

DETROIT STORAGE CO.

Established 54 Years

STORAGE WAREHOUSES ALL OVER DETROIT



Local and Long Distance Removals
Foreign and Domestic Shipping

Main Office

2937 East Grand Boulevard

Telephone Trinity 2-8222

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GRAND TRUNK WAREHOUSE & COLD STORAGE COMPANY

DETROIT, MICH.

Ferry Ave., E. and Grand Trunk Railway



Local, regional and storage-in-transit service, offering every facility known to modern distribution.

> New Ultra-Modern Plant

Trunk Line Terminal Complete Service

Continent-wide Connections

DETROIT, MICH.

Henry & Schram Storage & Trucking Company

"The Warehouse of Service"

MERCHANDISE STORAGE—GENERAL TRUCKING

CAR LOAD DISTRIBUTION



Private Siding on Wabash—Canadian Pacific—Pennsylvania—Pere Marquette Railways

A.D.T. Aero Automatic Fire Alarm and A.D.T. Burglary and Fire Protection "Your Interests Are Always Ours"

1941-63 W. Fort Street DETROIT, MICHIGAN

DETROIT, MICH.

John F. Ivory Stge. Co., Inc. MOVING—PACKING—SHIPPING STORAGE—PRIVATE SIDING

6554 Hamilton Ave., Detroit, Mich.

Nearness of stocks encourages customers to buy. Manufacturers who force their trade to wait for a week or two lose orders to those who have a convenient supply close at hand.

wood, the long-accepted standard construction material has come to the rescue in the present priority emergency; but in this case, science and architectural ingenuity have teamed together to give the material qualities which were considered unattainable a few year back. The new sash is treated with a toxic preservative in such a manner that the wood is assured an increased resistance against possible deterioration, without the drawbacks of discoloration or impaired finishability of surface.

Coffing Hoist Co., Danville, Ill., in its new General Catalog No. G-6, has given in condensed form, information, specifications and prices on its complete line of ratchet lever hoists, electric hoists, spur geared chain hoists, differential chain hoists, I-beam trolleys, load bimders and utility maintenance tools.

Horder's, Inc., Chicago business equipment company, has just issued a simplified Pattern Analysis Record book for recording all purchase orders that the W.P.B. now requires. The book is self-indexed by Classifications (USA-USN-LL-FP-DP) and 17 ruled columns on each page have authentic printed headings (1.00, 2.00, 2.10, 2.20, etc.) ready for automatic money distribution from the orders received. The book costs 75 cents.

Talk-A-Phone Co., Chicago, has literature available that describes and explains the intercommunication systems it manufactures. These systems are for 2-way use to 5 masters or 5 sub-stations. Units of these systems may be placed as far as 2,000 ft. from each other, and the volume may be adjusted.

Metropolitan Life Insurance Co., New York, has published "Wartime Conservation In the Office," a 24-page report on how companies, faced with priorities on office supplies, can bring about economies that will ease the problem of securing supplies.

E. I. du Pont de Nemours & Co., Wilmington, Del, has a new 76-page "Fumigation Manual," designed as a reference book for the pest control operator. Fumigation with hydrocyanic acid gas of homes, industrial structures, mushroom houses, rail and motor truck equipment, warehouses and other places where insects cause damage is described in detail. Fumigation procedures, the generation of the fumigant, and fumigation in atmospheric and vacuum vaults are detailed. The manual also contains a descriptive list of insects, and references to information on the effects of hydrocyanic acid gas on foods, fabrics, metals and other commodities, fumigation precautions, first-aid and medical attention, fumigation records and "selling pest control."

Soda Storage Aided

The War Production Board is permitting unlimited storage by industrial users of caustic soda and soda ash. Increasing supplies of these materials, used in the manufacture of aluminum and other non-ferrous metals, glass, soap, textiles, leather, dyes, petroleum, paper and other products, make it advisable that wide distribution be made now against future demand. The action adds the 2 commodities to Schedule A of order M-161, which removes them from the inventory restrictions of priorities regulation No. 1.

Oregon Forwarding Contract

The War Shipping Administration on Aug. 15 announced a contract with the Oregon Foreign Forwarders, Inc., for the handling of all lease-lend shipments through the port of Portland, and the Columbia River ports such as Vancouver, Wash., Astoria, Ore, and others. This is the 2nd of its kind to be signed on the Pacific Coast and the 9th for the country.

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Facing the Busiest Thoroughfare in

In this modern fireproof building you can have bright, inexpensive, specially designed offices under the same roof with a complete warehouse and distribution service.

150,000 sq. ft. located on Detroit's busiest thoroughfare. Private siding facilities for 10 cars with free switching from all railroads. Large, enclosed loading dock. Our own trucks make prompt reshipment and city deliveries.

TERMINAL WAREHOUSE

DETROIT

1900 E. Jefferson Ave.

MICHIGAN

DETROIT, MICH.

Established 1882



Cass & Congress Sts., Detroit, Mich.
Household Goods and Merchandise Storago
Moving—Packing—Shipping
Personal Service Guaranteed
Members—A.W.A.—N.F.W.A.—Aliled Van Lines



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Member A.W.A.



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1448 WABASH AVENUE

PHONE RANDOLPH 4730

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United States Cold Storage & Ice Company United States Cold Storage Company

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STORAGE AND MOVING, PACKING AND SHIPPING

Agent for Allied Van Lines, Inc.



LANSING, MICH.

Established 1919



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430-440 No. Larch St., Lansing, Mich. Merchandise and Household Goods Storage —Moders Firegroof Building— Pool Car Distribution—Priests Biding P.M.R.B.

Trucks for Local Deliveries Member of A.W.A.—MayW.A



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The only modern fireproof warehouse in Lansing exclusively for household storage.

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Local and Long Distance Moving
"WE KNOW HOW"
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SERVICE BRANCH ... AT WAREHOUSE COST

It is possible here to secure the same high-grade service you would expect in your own branch warehouse, but at less expense and without worry or trouble.

Saginaw is a distribution point for Northeastern Michigan. Every merchandise warehouse facility is available at Central-Warehouse Co.

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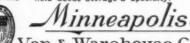
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Complete Facilities At The Three Important Centers Midway St. Paul

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Local and Long Distance Moving Houseacking and hold Goods Storage a Specialty



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Merchandise warehouse completely sprin-klered—State Bonded. Pool cars distributed.

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CHICAGO
NEW YORK.

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625 Third St. SAN FRANCISCO Phone: Sutter 3461

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JACKSON, MISS.



RICKS STORAGE CO.

BONDED WAREHOUSEMEN Complete Warehouse Facilities for Storage and Distribution MERCHANDISE

Experienced Organization and Equipment for MOVING, PACKING and STORING HOUSEHOLD GOODS

Modern Buildings, Sprinklered, Private Siding ICRR Co., Low Insurance Rate MOTOR TRUCK SERVICE

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Distribution Cars are so handled as to carefully safeguard your own interests and those of your customers.

Three Fireproof Constructed Warehouses Member of N.F.W.A. Agents, Allied Van Lines, Inc.



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Efficient, Complete Merchandise Warehousing Service

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LOWEST INSURANCE RATES
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 A one-word description of our modern warehousing facilities-large enough to meet the requirements of any shipper, yet so compactly organized that all the usual annoying details of wide-spread organizations are eliminated.

Even the city is compact, when viewed from our location —all the important business districts can be reached in 15 minutes. We operate a continuous distribution service, city wide and county coverage, with an up-to-the-minute fleet of motor trucks.

Consign cars to yourselves in our care via any railroad entering the city. Terminal Railroad Association delivery: Reciprocal Switching.

S. N. LONG WAREHOUSE ST. LOUIS, MO.



COMPACT COMPLETE COMPETENT

For the convenience of shippers, this section is arranged alphabetically by states, cities and firms.

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Mayor Becker of St. Louis has been cautioned by the I.C.C. not to enforce the city's order directing the Terminal Railroad Assn. to remove its elevated lines on the riverfront by Dec. 1. On April 14, the Board of Public Service of St. Louis revoked the Terminal's permit and ordered the removal of 6 miles of track, ncluding the elevated line. A letter from the I.C.C. cited provisions of the Interstate Commerce Act which would make execution of the order improper .- Hoag.

Merchandise Warehousing and O.P.A.'s Tire Rationing

The responsibilities of warehousemen under the 0.P.A.'s tire rationing regulations have been outlined by assistant general counsel T. E. Harris of the O.P.A. in a letter to the American Warehousemen's Assn., which in its Aug. 6 bulletin printed excerpts from the letter for the edification of its members, as follows:

"No public warehouse may transfer new tires or tubes r retreaded or recapped tires stored in such warehouse to the consumer who placed such tires in storage unless he presents Parts A, C and D of a certificate on O.P.A. Form R-2 or O.P.A. Form R-20 or O.P.A. Form R-8 authorizing the transfer of the tires or tubes.

"No warehouse may transfer any new tires or tubes or retreaded or recapped tires to any retailer, distributor, wholesaler or manufacturer of tires or tubes or to any manufacturer, assembler or dealer in vehicles equipped with tires or tubes except upon authorization in writing from this Office.

"Whenever a warehouse authorizes the transfer of tires, tubes or camelback, it shall keep records showing the date of transfer and the number, size and type of tires or tubes authorized to be transferred or the amount, size, type and gauge of cameback authorized to be transferred.

"When a person has delivered tires, tubes or camelback to a warehouse for storage, the warehouse shall issue a warehouse receipt which shall have stamped or written across its face the following statement: 'Subject to all the provisions of Tire Rationing Regulations now or hereafter promulgated by the Office of Price Admin-

"The responsibilities of the warehouse are set forth in Sections 801 (f) (5), 802 (d) (4) and 803 (d) (3) of the Revised Tire Rationing Regulations. We enclose copies of these pertinent sections for your information."

The particular sections of the regulations that Mr. Harris mentions as of particular concern to warehousemen read as follows:

ection 801 (f)(5) Transfers to and from public ware-

ection 801 (f) (5) Transfers to and from public waveasses.

(1) Transfers to public wavehouses. Any person may
fansfer new tires or tubes to a public wavehouse for storage
for his own account. Upon acceptance of these tires or
tubes, the public warehouse shall issue a warehouse receipt
which shall have stamped or written across its face the
following statement:

"Subject to all the provisions of Tire Rationing Regulaflons now or hereafter promulgated by the Office of Price
Administration."

(II) Transfers from public wavehouses to consumers. Any
public warehouse may transfer any new tires or tubes stored
in such warehouse to a consumer who transferred the new
tires or tubes to the warehouse for storage, upon presentation by such consumer of Parts A, C, and D of a certificate
in OPA Form No. R-2 or OPA Form No. R-20 authorizing
transfer of such new tires or tubes. Parts A, C, and D of
such certificate on either OPA Form No. R-20 authorizing
transfer of such new tires or tubes. Parts A, C, and D of
such certificate on either OPA Form No. R-20 consumer,
within five (5) days after receiving the new tires or tubes,
must sell the replaced tires or tubes to a dealer in tires and
lie OPA Form No. R-3 with the Board which issued the
ertificate.

(III) Transfers from public wavehouses to others. No

file OPA Form No. R-3 with the board certificate (III) Transfers from public warehouses to others. No public warehouse shall transfer any new tires or tubes to any retailer, distributor, wholesaler or manufacturer, or to any manufacturer, assembler or dealer in vehicles equipped with tires or tubes, and no such person shall accept any such transfer, except upon authorization in writing from the office of Price Administration, Washington, D. C. Records shall be kept by both the public warehouse and by the per-

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Warehouse facilities, switching, location, protection, special space, cleanliness, switchboard, order dept., stock control, and a dozen other features are the reasons for our reputation and growth -

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Unexcelled service at lower rates

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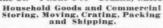
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Owner Manager Responsibility

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Local and Long Distance Hauling Pool Car Distribution Private Switch



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BORLEY'S

Storage & Transfer Co., Inc.

Pool Car Distribution

FIREPROOF BONDED STORED OR SHIPPED

LINCOLN, NEBR. 1889 53 Years of Continuous Service 1942

Merchandise and Household Storage—Pool Car Distribution We operate Thirty Trucks and have connections to all points in the State. Our buildings are clean, both Fire and Non-Fireproof, located on the lines the C. S. & Q.—Mo. Parific and Unice Pacific with all other lines extering the city, absorbing switching.

We are Bended by the State—Our Rates are reasonable. We solicit your business of guarantee satisfaction. Investigation invited.

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STORAGE & MOVING COMPANY
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Omaha; most modern, centrally located warehouse. Fireproof construction—Fully
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frond. General Marchandire—Cooler Storage—Household Goods Storage. Also operace accdern facilities in Council Bulgs, Jowa. Our own fleet of trucks for quick

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NEW YORK BLLIED DISTRIBUTION INC. CHICAGO

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Four modern, sprinklered warehouses, located on trackage. We handle pool cars, merchandise and household goods. Trucking service. Let us act as your Omaha Branch.

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MOREWOODWAREHOUSE

Exclusive Merchandise Complete Distribution—Storage Facilities

Freight can be saved in substantial sums, if shipments are being made LCL from factory, or if a distant warehouse is used.

son accepting any transfer of new tires or tubes from such public warehouse, which shall show the date of transfer, and the number, size and type of any tires or tubes authorized to be transferred.

Section 802 (d)(4) Delivery to and from public warehouse.

authorized to be transferred.

Section 802 (d) (4) Delivery to and from public cornhouses.

(i) Delivery to public warehouses. Any person may ship or deliver retreaded or recapped tires to a public warehouse for storage for his own account. Upon acceptance of thestires, the public warehouse shall issue a warehouse receipt which shall have stamped or written across its face the following statement:

"Subject to all the provisions of Tire Rationing Regulations now or hereafter promulgated by the Office of Price Administration."

(ii) Delivery from public warehouses to consumers. Any public warehouse may deliver any retreaded or recapped tires stored in such warehouse to the consumer who delivered the retreaded or recapped tires to the warehouse for storage, upon presentation by such consumer of Parts A. and D of a certificate on OPA Form No. R-8, authorizing delivery of such retreaded or recapped tires. Parts A. and D of such certificate on OPA Form No. R-8 shall be appropriately completed and disposed of in accordance with hinstructions thereon. Such consumer, within five (5) days after receiving the retreaded or recapped tires, must sell replaced tires to a dealer in tires and file OPA Form No. R-8 and the replaced tires to a dealer in tires and file OPA Form No. R-8. Which the Board which issued the certificate.

(iii) Delivery from public warehouse to others. No public warehouse shall transfer any retreaded or recapped tires to any retailer, distributor, wholesaler or manufacturer, or using manufacturer, assembler or dealer in vehicles equipped with tires or tubes except upon authorization in writing from the Office of Price Administration, Washington, D. C. Records shall be kept by both the public warehouse and by the person accepting any transfer of retreaded or recapped tires of delivery, and the number, size and type of retreaded or recapped tires of the divery, and the number, size and type of retreaded or recapped tires of the divery camelback to a nublic warehouse. Any person may ship or deliver camelb

Section bus (1) (1) (1) houses.

(i) Transfers to public warehouses. Any person may ship or deliver camelback to a public warehouse for storage for his own account. Upon acceptance of this camelback the public warehouse shall issue a warehouse receipt which shall have stamped or written across its face the following statement. have stamped or written across and the provisions of Tire Rationing Regulations now or hereafter promulgated by the Office of Price intention."

tions now or hereafter promulgated by the Office of Price Administration."

(ii) Transfers from public warehouses. No public warehouse shall transfer any camelback, and no person shall accept any such transfer, except upon authorization in writing from the Office of Price Administration, Washington, D. C. Records shall be kept by both the public warehouse and by the person accepting any transfer of camelback from such public warehouse, which shall show the date of transfer, and the amount, size, type and gauge of camelback authorized to be transferred.

Freight and Passenger Rate Clerks Needed

Heavy purchases of war materials by the Government and the increasing transportation arising therefrom have resulted in a need for hundreds of freight and passenger rate clerks. These men will be required to compute freight rates and passenger fares and to audit freight and passenger transportation accounts of rail, water, highway and air-line carriers.

A civil-service examination has been announced through which rate clerks will be recruited for posi tions paying \$2,300 to \$2,600 a year. For all grades of positions, 3 yrs. of appropriate experience in the employ of a carrier, commercial concern, or governmental agency in positions requiring knowledge of classifica-tions, tariffs, and rules of the I.C.C. are required. Applicants for the \$2,600 positions must show 1 yr. of special experience involving the distribution of earning between carriers on interline traffic and the application of land-grant laws and equalization agreements applicable to freight or passenger traffic.

For the \$2,300 positions, the requirements are 1 yr. of special experience which included the quotation of joint freight rates or passenger fares; or the auditing of freight accounts, bills, or charges or passenger at counts, fares, or charges.

Applications will be accepted by the Civil Service Commission in Washington, D. C., until the needs of the service have been met. No written test will be given. All appointments will be for the duration of the war and for no longer than 6 mos. thereafter.

Examination announcements and application forms may be obtained at any first or second class post office or from the Civil Service Commission, Washington,

MANCHESTER, N. H.

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Make Our Warehouse Your Branch Office for Complete Service in New Hampshire

MASHUA, N. H. CONCORD, N. H. McLANE & TAYLOR

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Bonded Fireproof Storage OFFICE - 9 OTTERSON ST. - WAREHOUSE

Household Goods & Fur Storage Moving-Packing-Shipping-Rigging

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Stipulated & Non-Stipulated Warehouses Rail-Sidings - Bulkheads - Piers

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John J. Mahoney, T. M.

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Established 1933
Executive and Sales
Office: 66 Hudson St.
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PACILITIES—3 units—fireproof, brick, and concrete. Private siding, Fenna. R.R. connecting with all roads entering city. Merchandise Sige.—mfg. and office space 1,650,000 sq. ft. sprinkler; automatic fire slarm; Ina. rate. 0.99; rail siding—20-car capacity; platform capacity.

40 trucks. Cold Stge.—coolers 1,608,000 cu. ft.—freezers 1,182,000 cu. ft.—cotal 2,790,000 cu. ft.—convertible; automatic fire alarm; Ina. rate 65; brine refrigerator system; temp. range 0 to 50° F; cooler room ventilation: humidity control; 20-truck platform; rail siding 16-car capacity. Water Dock Facilities—waterfront dock 600 ft.; draft min. Ift.; also pier berth 600 ft.; bulkhead draft 25-30 ft.

SERVICE FEATURES—Free lighterage, pool car distribution. Rental of slonge. Free switching on certain perishable products. Bonded space available. American Export Line steamers dock at piers adjacent to warehouse. Consign rail shipments to storer c/o Harborside Warehouse Co., Jersey City, Pensylvania R.R., Henderson Street Station Diy.

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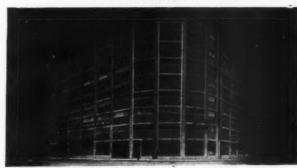
For Armed Forces

The Office of Defense Transportation has issued a general permit allowing rail carriers to accept l.c.l. freight shipments for the armed forces on maneuvers without regard to the provisions of general order 0.D.T. No. 1.

The permit (General Permit O.D.T. No. 1-2), covers merchandise in closed cars "for the armed forces of the United States in connection with field maneuvers, destined to or shipped from any depot, warehouse or other facility of such armed forces." General Order 0.D.T. No. 1 prohibits railroads from accepting l.c.l. carload shipments unless the cars are loaded to at least 8 tons.



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g on Penn. R.R. Cap. 30 cars. Sheltered motor plat.; Cap., sw truess SERVICE FEATURES—Bonded; Licensed, U.S. Whs. Act.; U.B. Int. Rev.; U.S. Cust.; State. All employees bonded. Pool car distributors. Motor terminal and transport service; Company operated feet of motor trucks covering the Metropolitian area with a regular delivery service; Licensed and bonded trucks maintained to transport liquor and imported merchandise. Special trucks and crews for delivery and installation of electric refrigerators, washing machines, etc. Established 1919

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SPRINGER TRANSFER COMPANY ALBUQUERQUE

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HOUSEHOLD GOODS - STORAGE AND SHIPPING.
PLEET OF MOTOR TRUCKS FOR DISTRIBUTION OF ALL KINDS
POOL CAR DISTRIBUTION OF MERCHANDISE
YOUR ALBANY SHIPMENTS CAREFULLY HANDLED
Collections promptly ramifted

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GENERAL MERCHANDISE STORAGE

Specializing in Food Products
Offices: 390-398 Nostrand Avenue, Brooklyn, N. Y.
10 Giant Floors. Modern Loading and Unloading Facilities.

BROOKLYN, N.Y.

AVAILABLE WAREHOUSE SPACE

General Dry Approved Merchandise

- Low Insurance Rates • Reinforced Concrete Buildings
- · Heavy Floor Loading Capacity · Connecting Rail Facilities WAREHOUSING AND DISTRIBUTION UNDER ONE CONTROL

HORSTMANN WAREHOUSE & TRUCKING CORP. 379-38th ST., BROOKLYN, N. Y.

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LEHIGH WAREHOUSE & TRANSPORTATION COMPANY, INC.

Albert B. Drake, President Albert B. Drake, President
BBOOKLYN WAREHOUSE

184-198 Kent Avenue, Brocking, N. 1
250,000 square feet reinforced concrete and steel construction. Floor load 259 h
Sprinkler system A.D.T. Watchman, Insurance rate 7.2¢, Private sign
B.E.D.T.R.B. switching to and from all lines entering N. Y. Harbor. Capaci
O cars. Motor truck losiform enapacity 20 trucks.
SERVICE FEATURES—U. S. Customs Bonded, Pool car distributors, himself of the statement of t

BROOKLYN, N. Y.

Established 1860



Peter J. Reilly's

Fireproof Warehouses 491-501 Bergen St. "First Moving Vans in America" Modern Depository for the Storage of Household Goods

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New York Central Siding 5 Cars-Loading Dock 18 Trucks

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INTERIOR WAREHOUSES 100% HEATED-SPRINKLERED

600,000 SQUARE FEET 100 CAR SIDINGS ERIE-NYC-BFLO CREEK RR

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Economical Storage and Shipping

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SENECA AND HAMBURG STREETS, BUFFALO, N. I.

Served by Great Lakes Transit Corp. Steamers, N. Y. Barge Canal Lines and all R. R's. Capacity 50 cars daily. Pool car distribution. One of THE CHAIN OF TIDEWATER TERMINALS and Inland Water

BUFFALO, N. Y.

Knowlton Warehouse Co.

50 Mississippi Street, Buffalo, N. Y.

POOL CAR DISTRIBUTION MERCHANDISE STORAGE PRIVATE SIDING

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Rochester Pool Formed

The Federal Emergency Warehousemen's Assn. of Rochester, N. Y., has been formed, following the outline of similar groups in Kansas City and Philadelphia. So far no goods have been received, but there is a demand for 66,000 sq.ft. of space. When the plan gets into operation, it is felt quite probable that the group will find it necessary to lease outside facilities to serve the Government.

Warehousing of Batteries

(Continued from page 25)

while others are large and heavy-one unit being all that can be packed in a carton.

Recent changes in the arrangement of the shipping room have eliminated lost motion and lost time. Another change is that stock is now received from various production departments on skids instead of on small 4-wheel trucks as heretofore. This innovation has saved considerable time formerly required for unloading the floor trucks and repiling the stock, since now the skids, handled by lift trucks, are spotted where wanted and left until the particular stock is ready to be packed and moved to either freight car or motor truck for shipment of orders. About 50 per cent of l.c.l. shipments are transported by truck to cities where deliveries can be made faster than by rail.

For speedy delivery the company maintains spot stocks in public warehouses at the present time in the following cities: Emporia and Wichita, Kan.; Grand Island, Neb.; Oklahoma City, Okla.; Little Rock, Ark.; Springfield, Mo.; Waterloo and Fort Dodge, Iowa; San Antonio and San Angelo, Texas; Jacksonville, Fla.; Lynchburg, Va.; Los Angeles and San Francisco, Cal.; Fond du Lac, Wis.; and Mankato, Minn. In addition to these, the company has private warehouse stocks on company-owned or leased premises at various other strategic points. The warehouses make shipments to customers as orders are received, and handle collections on C.O.D. shipments. All billing is done at the Freeport office.

As far back as 1920 the Burgess Battery Co. began using public warehouses, having recognized the advantages to be gained by maintaining spot stocks at a number of points. In shipping to West Coast points stop-in-transit for partial unloading privileges are used, the warehouses handling all the details.

Another innovation helpful in making prompt deliveries, introduced within recent years, has been the use of the company's own motor trucks manned by salesmen, the trucks being stocked with a line of standard Burgess merchandise to be sold to independent retail dealers. This was started a few years ago and proved so successful that today the company operates a large fleet of trucks which might be referred to as "supply stores on wheels." They are operated in about half of the States of the country, each salesman covering a specific territory. In this way they are serving thousands of independent retailers in such a satisfactory manner that a major share of the company's business in this country is due to that source. Each salesman going from town to town makes his sales and "delivers the goods." The advantages of this type of selling are many:

The dealer knows what he is getting and gets it immediately when the order is given; he gets his merchandise without any added cost of transportation; he gets certain personal help and merchandising tips from the trained fleet salesman; it eliminates the time and trouble of correspondence and writing the order; and also tends to eliminate mistakes. For the Burgess company it has built up good will and satisfactory dealerBUFFALO, N. Y.

Let us care for your needs in Buffalo

LARKIN WAREHOUSE INC.

Specializes in handling pool cars. No cartage on railroad shipments

Lowest insurance rates

GOVERNMENT BONDED WAREHOUSE

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... HAVE SOMETHING IN STORE for you . . .

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Household Furniture—Storage and Removals— Local, Long Distance — Special Storage and Handling of Electrical Appliances for Merchan-dising Purposes,

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Cargo-Handling Rail-Lake and Barge Terminal 96 Car Track Capacity 1500 Feet Private Dock



Financing-Distribution Auto Dealers Warehousing Service Office and Factory Space

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Gen. Offices: 290 Larkin St.

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A. C. RICE STORAGE CORP. -WAREHOUSES-

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MUMBUR 1WA-NEWA-ALLIED VAN LINES

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NEW Y

FLUSHING, L. I., N. Y.

Established 1911

"ORIGINAL" J. F. BLACKHAM, INC.

33-31 Murray Street

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TORAGE—PACKING—SHPPING—MOVING
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Your Furniture Insured While In Transit
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Flushing Storage Warehouse Company

135-28 39th Avenue, Flushing, N. Y. Fireproof Warehouses



ng, Packing, Storing and Shipping of Household ment. 10 blocks from L. I. Ralirsad Corons Freigi m Heights, Elmburst, Corons, Whitestone, Colleg-saton, Great Neck, Little Neck, Port Washington, Wanhow. Members of the A.V.L.

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HARRY W. WASTIE-Vice-Pres. & Gen. Mgr.

HEMPSTEAD STORAGE CORP.



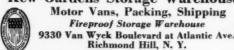
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FIREPROOF STORAGE WAREHOUSES
For household goods, merchandise, Poel car distribution.
Storage for fur., clothing, etc.
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Telephone, Republic 9-1400

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NEW ROCHELLE. N.Y. Moving, Packing

Storing, Shipping



O'Brien's Fireproof Storage Warehouse, Inc.

Packers and Shippers of Fine Furniture and Works of Art

Also Serving

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NEW YORK, N. Y.

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Storage Warehouse, Inc. Fireproof Moving-Packing-Shipping Long Distance Removals

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Dunham & Reid Inc.

The storing, packing, moring and shipping of Household Goods and Ars objects is attended to on a basis of quality. Dunham & Reid Service surrounds the shipper at all times with a greater margin of Safety and Security. Low insurance rates. Prompt remittances. Located in the heart of New York.



and-customer relations; and the market can be covered more thoroughly.

The men taken on as fleet salesmen are chosen with great care. They must qualify as to character, and tion and ability as business getters, and must be abi to assume responsibility, have good judgment and de pendability in handling situations on the streets and highways.

The sales manager is J. A. McIlnay, a young man who has come up from the ranks through other depart ments of the business, starting in the engineering de partment 15 yrs. ago, going to supervisory work in factory production, scheduling and planning of produc tion, material inventory control and purchasing, an varied sales experience. He is proud of the record of his men. They have driven more than a million mile without an accident (no accidents having resulted in death or serious injury) and are now trying for a 2nd million miles of accident free driving.

The majority of Burgess fleet salesmen have never had any accident of any kind. One man has driven 200,000 milles without any accident whatever-not even a minor mishap, as even these are recorded as accidents. The good record of the fleet men is due entirely to sincere forthright appeal for their co-operation, and Mr. McIlnay's appeals for safe driving must be made almost entirely by means of correspondence by weekly letters. No use is made of ready-made safety programs or prepared material.

The company is not the only one organized by Charles F. Burgess. His research has resulted in influence and performance covering a wide field of industrial activi-The Burgess Industries and Associated Companies are made up of a number of organizations. The parent company, C. F. Burgess Laboratories, Inc., is engaged in pure and applied scientific research. The Burgess Battery Co., with plants at Freeport, Ill., and Niagara Falls, Ont., is engaged in the manufacture of dry batteries and battery-using devices and accessories. Other divisions of this company are the Acoustic Division, operating under Burgess patents in the manufacture and engineering of Burgess snubbers for quieting the intake and exhaust of internal combustion engines; spark arrester-snubbers, intake silencers, air cleaners, combination cleaner-silencers, and acoustic booths and materials for architectural treatments; and the division known as Burgess Handicraft Supplies. specializing in handicraft and hobby materials and

Two other associated companies are located at Freeport-Burgess - Parr Co .- manufacturer of Illium 6 and other special metal alloys; and the Burgess Cellulose Co., manufacturer of printers' mats, stereotype mats, impression board resistance sheets, etc. Thordarson Electric Mfg. Co., another member of the Burgess family, is engaged in the manufacture of transformers for radio, neon, and broadcast service; special transformers for industrial applications; and amplifiers. Acoustical products are also manufactured in England by the Burgess Products Co., Ltd., which also serves as distributor of the products of the battery company, while the Burgess Ziolite Co., Ltd., at Hinckley, Leicestershire, manufactures Zeolite for water softening and related purposes.

William H. Strang, Jr.'s horse Ambassador, with Ben White driving, won the classic Hambletonian on Aug-12 at Goshen, N. Y. Strang is president of the Wm. H. Strang Warehouses, Brooklyn. The silver cup which is retained by the winner for a year, went with the event in addition to a purse of \$50,000. The Strang family has been trotting horse specialists for years. the first trotting classic that they have won.

W YORK, N. Y.

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There is no problem in Warehousing and Distribution which we cannot work out satisfactorily with the ship-per. We have advantages in location and in equipment which enables this company alone to do certain things which cannot be done elsewhere.

of our Warehousing—Distribution—Trucking Service—Field Warehousing. We invite your correspondence on any or all features

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Merchandise Distribution **LOUIS MAURO**

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JERSEY CITY, N. J. (Two blocks from tunnel plaza)

Over 1,000,000 sq. ft. of light, well ventilated

space carrying a 6¢ insurance rate. Over 1000 ft. of truck platform served by 24 modern freight rlevators and a fleet of high speed electric trucks.

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Sheltered D.L.&W. R.R. siding accommodating over 50 cars. Present day distribution demands can only be met thru such ideal facilities as are here provided.





WAREHOUSE CORPORATION SAFE DEPOSIT COMPANY

is exclusive Manhattan agent for the famous

AERO MAYFLOWER TRANSIT COMPANY LONG DISTANCE MOVING

of household goods, personal effects or office equipment in, from or to New York City, or anywhere in the United States or Canada, safely and expertly, is a special skill of LINCOLN and MAYFLOWER.

Lift Vans to all parts of the world.

Our steel and concrete building offers safest and most convenient storage for household goods, valuables and merchan-

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NEW YORK, N. Y.

Storage, Distribution and Freight Forwarding from an Ultra-Modern Free and Bonded Warehouse.

IDEALLY LOCATED

IN THE VERY CENTER OF NEW YORK CITY Adjacent to All Piers, Jobbing Centers and The Holland and Lincoln Tunnels

I nusual incilities and unlimited experience in forward-ing and transportation. Motor truck service furnished when required, both local and long distance. Lehigh Valley R.R. siding—12 car capacity—in the building. Prompt handling—domestic or foreign shipments.

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THE NATIONAL COLD STORAGE CO., INC.

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WARPHOUSES
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FACTORY SPACE
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Licensed by Cocoa, Cotton, Coffee & Sugar, Metal
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Serving Greater New York and All Points in Westchester County

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Outstanding as its dominance over New York's West Side midtown skyline, the STARRETT-LEHIGH BUILDING offers the manufacturer and distributor superior advantages:

- Lehigh Valley R. R. freight terminal on street level; elevators direct to rail yard platform
- Truck elevators to all floors, affording street floor facilities throughout
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- High safety standard:-low insurance rates
- · Live steam for manufacturing purpose • Fast passenger elevators; restaurant; barber shop

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General Merchandise Storage and Distribution in the Center of the Metropolitan Area
Fireproof Buildings—Low Insurance Rate—Immediately Adjacent to New York Central R. R.—Penna. R. R.—
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Specializing in: **HOUSEHOLD GOODS**

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Vegetables Condensed Milk Almonds Eggs

Modern up to the minute cooler and sharp free facilities with ventilation and humidity control. To perature range —15 to 35° above. Storage-in-tran privileges.

All Fireproof buildings — Very Low insurance Rates — 18-2 private siding—Free switshing—U. 8. Warehouse Act—Books Member of N.Y.S.R.

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George M. Clancy Carting Co., Inc. Storage Warehouse

Main St., East at Circle St. General Merchandise Storage . Distribution Household Geods Storage . Shipping Pool Cars Distributed and Reshipped Direct R. R. Siding N. Y. Central in the Center of Rechester

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Offices: 160 Erie Blvd. General Merchandise Storage and Distribution
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Storage and Moving Long Distance Trucking

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GREAT NORTHERN WAREHOUSES, INC.

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MERCHANDISE STORAGE and DISTRIBUTION 2 PRIVATE RAIL SIDINGS

DAILY, STORE DOOR, MOTOR FREIGHT SERVICE TO ALL NEW YORK STATE POINTS Member, American Chain of Warehouses — MayWA

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DISTRIBUTION MOTOR FREIGHT LINES PRIVATE RAIL SIDINGS

STORAGE

COMPLETE MERCHANDISE AND HOUSEHOLD GOODS STORAGE

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Complete Warehousing Service

General Merchandise — Cold Starace Heated Starage Private Siding and Motor Freight Terminal Daily Trucking Service to all Points in New York State

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Specializing in Cotton, Cotton Waste, Textiles, Alkalis, Denatured Alcohol, Anti-Freeze, Automobiles. Etc. Ware-houses on D.L.&W., and N.Y.C. Private siding. Sprin-klered throughout. Pool car distribution. Motor service

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J. H. EVANS & SONS, INC.

Office & Warehouse: 107-121 Brookfield St. Household Goods Moving, Storage, Packing, Shipping Prompt service for any point in Westchester County Member N.Y.F.W.A .- N.F.W.A.

For the convenience of shippers, this section is a rranged alphabetically by states, cities and firms.

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(Continued from page 27)

has leased 2-story building at Brown St. and Lister Ave., and will improve and equip for a new warehouse, making the 3rd such unit of company in the city.

Kelley Island Lime & Transport Co., Inc., Leader Bldg., Cleveland, manufacturer of lime, gypsum- and other building products, plans new plant in vicinity of Ashtabula. Ohio, exact location withheld, for production of hydrate lime and allied specialties, for Government. It will comprise several one-story processing and production buildings, and auxiliary structures, estimated to cost close to \$100,000, with equipment. Financing will be provided by Defense Plant Corp., Washington, D. C., a Federal agency. Work will begin soon.

Chattanooga Stamping & Enameling Co., Manufacturers' Rd., Chattanooga, Tenn., manufacturer of enameled iron products, has acquired industrial property at Lenoir City, Tenn., with main one-story building, about 120 by 805 ft., and smaller structures. Buildings will be modernized and equipped for expansion, with equipment installation for large increased output. Cost reported over \$450,000. Work is scheduled to begin at once. George H. Patten is president.

Pacific Aviation, Inc., 927 North Sycamore Ave., Los Angeles, Cal., manufacturer of airplanes and parts, has approved plans for new one-story plant, about 135 by 365 ft., at 9900 Lincoln Blvd., Venice district, and will proceed with superstructure at once. Cost reported about \$250,000, with machinery.

James Davis, Inc., 1400 North Milwaukee Ave., Chicago, wall paper stocks, has completed plans for new one-story building at 1380 North Wolcott Ave., and will use for storage and distribution. Erection will begin at once. Cost reported about \$25,000, with equipment.

Hawaiian Potteries, Inc., Alliance, Ohio, manufacturer of general ware, has purchased former plant of Carrollton Pottery Co., Carrollton, Ohio, idle for some time past, and will remodel and equip for new branch plant. Work will be carried out at once. H. H. Gantt is president.

Electrolux Corp., 500 Fifth Ave., New York, N. Y., manufacturer of vacuum cleaners, parts, etc., has leased 3 floors in building at 524-32 East 72nd St., totaling 60,000 sq. ft. of floorspace, and will equip for storage and distribution department for metropolitan distribution.

Delta Chemical Mfg. Co., 2101 Washington Blvd., Baltimore, Md., manufacturer of acids, industrial chemicals, etc., has completed plans for new 2-story building at 1300 Western Ave., to be equipped for storage and distribution. Work will proceed at once. Cost reported close to \$22,000.

Twin Disc Clutch Co., Inc., 1328 Racine St., Racine, Wis., manufacturer of clutches, power units, etc., has plans for new one-story branch plant at Tay and Preston Sts., Rockford, Ill., about 80 by 339 ft., with wing extension, 51 by 85 ft. Cost reported over \$100,000, with equipment.

Chemical Industrial Engineers, Inc., Scranton, Pa., is arranging for purchase of former local plant of Anthracite Brewery, and former Mohawk Brewery, Forkson-Road. South Pittston, Pa., and will remodel and equip for plants for production of commercial alcohol, to provide for output of 10,000 gals. and 5,000 gals. per day, respectively, at the 2 plants. Cost reported over \$50,000.

CHARLOTTE, N. C.

AMERICAN STORAGE & WAREHOUSE CO. CHARLOTTE, N. C.

OFFICE AND WAREHOUSE, 926 TUCKASEEGEE ROAD

MERCHANDISE STORAGE ONLY. POOL CARS DISTRIBUTED.
MOTOR TRUCK SERVICE LOCAL AND DISTANCE. PRIVATE
RAILROAD SIDING. SPRINKLERED.

ESTABLISHED 1908

CHARLOTTE, N. C.

Carolina Transfer & Storage Co.

1230 W. Morehead St., Charlotte, N. C.

Bonded fireproof storage.

Household goods and merchandise.

Pool cars handled promptly. Motor Service.

Members A. W. A. and N. F. W. A.

CHARLOTTE, N. C.

Mill Type Construction-Sprinklered Building

UNION STORAGE & WAREHOUSE CO., Inc.

1000 W. Palmer St.

Low Insurance Rate

MERCHANDISE STORAGE - POOL CAR DISTRIBUTION

Bonded-Member of A.W.A.-Motor Service

DURHAM, N. C.



DURHAM PUBLIC WAREHOUSES, INCORPORATED

2002 East Pettigrew St., Durham, N. C.

Merchandise & Household Goods Storage. Pool Car Distribution, Private Sidings, Reciprocal Switching. Sprinklered Buildings.

Members American Chain of Whses.; A. W. A.

GREENSBORO, N. C.



Champion Storage & Trucking Co., Inc.

326-28 South Davie St., Greensboro, N. C.

Merchandise & Household Goods
Pool Cars—Trucking Service

Sprinkler System — Private Siding Member MAYWA

RALEIGH, N. C. |

CAROLINA STORAGE & DISTRIBUTING COMPANY MERCHANDISE STORAGE POOL CAR DISTRIBUTION

Private Siding

Motor Freight Line

Hembers A. W. A.

A. CHN. WHSES.

WILMINGTON, N. C.

FIREPROOF WAREHOUSE



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1121 South Front Street

Household Goods — Merchandise
Long Distance Moving — Pool Car Distribution
Private Siding, A. G. L. Railroad Co.
Members, N. F. W. A. — A. T. A.

ARPER A

Warehousing is better than consigned stocks because one stock will serve many jobbers, full control of merchandise is always had and no information is disclosed where it should not be.

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FARGO, N. D.

Union Storage & Transfer Company

FARGO, N. DAK. General Storage—Cold Storage— Established 1906 Household Goods

warehouse units, total area 161,500 sq. ft.; of this 29,839 sq. ft d to celd storage. Two buildings sprinkler equipped. Low incre cents. Spot totaks, Peol car Distribution. Complete warehouse st. Farge serves North Dakota and Northwestern Minneson. AWA-NFWA-MNWWA-ACW

GRAND FORKS, N. D. edne

AWA-NEWA-MNWWA

Local and Long Distance Hauling of Freight and Household Goods

WAREHOUSE CO.

General Storage—Moving Household Goods Pool Car Distribution—Motor Freight Terminal

OHIO



FOR EXPERIENCED WAREHOUSING OR DISTRIBUTION SERVICE IN OHIO SELECT

APPROVED MEMBERS OF THE O. W. A.

MEMBERSHIP LIST MAILED ON REQUEST OHIO WAREHOUSEMEN'S ASSOCIATION

AKRON, OHIO COTTER CITY STORAGE COMPANY

Cherry St., Akron, Ohio



Merchandiss Storage.
A.D.T. Alarm.
Peol Car Distribution.
Household Goods Storage.
Low Insurance.
Member of May.W.A.—O.W.A.—A.W.A.



CANTON, OHIO



CANTON STORAGE, Inc. FOURTH AND CHERRY, N.E.

Merchandise, Household
Goods, Cold Storage
| care distributed. Private sidings.
| or writching on all roads. Separate fireof warshouses for household goods.
| O.F.A.A.—O.W.A.



CINCINNATI, OHIO

Cincinnati Merchandise Warehouses, Inc. Cincinnati, Ohio

rchandise Storage—Pool Car Distribution R.R. & Sou. R.R. Sidings—Low Insurance Rates Air Conditioned Space—U. S. Customs Bonded

NEW YORK ALLIED DISTRIBUTE IN WEST 4240 St. PHNI. 6-044

CINCINNATI, OHIO





Select the Warehouse Used by the Leaders! GENERAL STORAGE—COLD STORAGE—POOL CAR DISTRIBUTION—LONG DISTANCE TRUCK TERMINALS

11 Car Switch in Building

Internal Revenue and General Bonded Storage

CINCINNATI TERMINAL WAREHOUSES, INC. 49 CENTRAL AVE. HARRY FOSTER, General Manager CINCINNATI, O.

Bentson Brothers, McAllen, Tex., fruit and vegetalight packers, have approved plans for new branch plant a Edinburg, Tex., for packing of citrus fruits. It will be one-story, reported to cost about \$35,000, with equip ment. Erection will begin at once.

Vulcan Mfg. Co., 218 So. Wabasha St., St. Paul Minn., manufacturer of garage equipment, is arranging for purchase of factory property outside of city limits, exact location withheld, and will remodel and equip for new plant. No estimate of cost announced H. R. Lange is president.

Tremco Mfg. Co., 393 East 131st St., Cleveland manufacturer of waterproofing materials, building specialties, etc., has acquired factory at Kinsman Road and East 91st St., and will improve and equip for plant. Present works will be removed to new location and capacity increased. No estimate of cost announced William C. Treuhaft is president.

Falk Products Co., Cadillac, Mich., manufacturer of potato flour, has plans under way for new branch mil at Grand Forks, N. D., to be one and multi-story, about 70 by 240 ft., reported to cost over \$85,000, with equip-

Valley Mould & Iron Co., Hubbard, Ohio, manufacturer of crucibles for steel plants and other steel mil products, has plans under way for new plant at Broadway and Jones Rd., Cleveland, consisting of a main one story building and auxiliary structures. Cost reported over \$85,000, with equipment.

Who Will Use Air Cargo?

(Continued from page 10)

saler or other effective point of consumption, have, since 1930, been moving largely by railroad express.

Since 1934, as shown in Table I, store merchandise consisting largely of clothing, textile, cosmetics, shoes, furs and millinery has accounted for a steadily increasing proportion of air express shipments until in 1941 it was the 2nd most important group of commodities



For growing air cargoes: a new canvas slip-cover container for any cargo carried in transport plane cabins devised by United Air Lines.

carried by this mode of transportation. The marketing of these goods is decidedly competitive and will continue to be so after the war so that when air express rate are reduced from their present high level the airlines will be able to attract most of the traffic of this sort from the rails and even from motor carriers.

Today the most important group of products using air express is that comprising machinery and hardware (Continued on page 79)

HEVELAND, OHIO

CURTIS STORAGE & TRANSFER, INC. "STORE WITH CONFIDENCE"



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Specialising in Merchandise Storage Pool Car Distribution—Bulk Tank Stor Operating Own Delivery Equipment Private Siding N.Y.C.R.R.

FRENCH & WINTER STS.

CLEVELAND, OHIO

CLEVELAND, OHIO "An old organization with young ideas"

THE GREELEY-GENERAL WAREHOUSE COMPANY



located in the **New York Central Freight Terminal**

BROADWAY AND EAST 15TH STREET



CLEVELAND, OHIO

Now there are

WATER, RAIL AND TRUCK FACILITIES Cleveland's Only Lakefront Public Warehouse with Direct Connecting R.R. Facilities Offices: FOOT OF E. 9th ST. A.D.T. Protection



Manufe MATIONAL FURNITURE WAREHOUSEMEN'S ASSN. Agent ALLIED VAN LINES, INC

DIRECT CARS FROM FREIGHT



SHIPMENTS to Cleveland, consigned to The Lincoln Storage Company over any railroad entering the city, can be handled from freight car direct to our loading plat-

Carload shipments to our private siding, 11201 Cedar Ave., on the N. Y. C. Belt Line, connecting with all R.Rs. entering Cleveland; L. C. L.-Penna. Euclid Ave. Sta. adjoining Euclid Ave. warehouse; other R.Rs. to Cleveland, Ohio.

LINCOLN STORAGE

5700 Euclid Ave.

CLEVELAND

11201 Cedar Ave.

SLEVELAND, OHIO TEL. CHERRY 4170

Member of A.W.A.

NATIONAL TERMINALS CORPORATION

1200 WEST NINTH STREET

hase Modern Fireproof Buildings—Two with Dock Facilities on Cleveland's Water Front Most Economical Warehouse and Distribution Services VIA WATER—RAIL—TRUCK ARE AVAILABLE THROUGH

Cleveland's Largest Cold and General Merchandise Warehouse



CLEVELAND, OHIO

THREE GENERATIONS OF EXPERIENCE



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. . . ensures unsurpassed service for your customers.

The

Exclusive Agent: Greater Cleveland forAero-Mayflower Trensit Company.

STORAGE COMPANY

CLEVELAND OHIO CLEVELAND, OHIO

HAS THE FACILITIES TO MEET ALL OF YOUR NEEDS

Downtown location; Modern and fireproof; Low insurance rates; Enclosed docks and siding on Big 4 Railroad; Daily delivery service; Office and display space; Telephone accommodations; U. S. CUSTOM BONDED.

General Offices

1340 West Ninth St.

CLEVELAND, OHIO

RAILWAY WAREHOUSES, Inc.

in CLEVELAND, OHIO For Facilities, Service and Security

Write for Details

Address 3540 Croton Ave., S. E., Cleveland, Ohio Represented by Allied Distribution, Inc.—New York & Chicago

COLUMBUS, OHIO

Established in 1882

Columbus Terminal Warehouse Company 55-85 Terminal Way Columbus, Ohio



Modern warehouses and storage facilities. A.D.T. System. Private double track siding. Free switching from all railroads.



COLUMBUS, OHIO

Member of O.W.A.

COLUMBUS WAREHOUSES, INC.

A COMPLETE MERCHANDISE DISTRIBUTION WAREHOUSE

MOST CENTRAL WAREHOUSE—3 BLOCKS OF CENTER DOWNTOWN DISTRICT POOL CAR DISTRIBUTION

PRIVATE SIDING AND SWITCH-N. T. CENTRAL LINES

228 West Broad St., Columbus, Ohio

COLUMBUS, OHIO

Consign Your Household Goods Shipments to

DAN EDWARDS at COLUMBUS

Shipping—Storage—Local and Long Distance Moving-and Concrete Warehouse—Private Siding



EDWARDS TRANSFER AND STORAGE CO. 430 North High St., Columbus, Ohio

Member-National Purniture Warehousemen's Association
Anoni-Allied Van Lines, Inc.



COLUMBUS, OHIO

THE MERCHANDISE WAREHOUSE CO.

370 West Brood St.

Complete service for

MERCHANDISE STORAGE AND DISTRIBUTION
Private Siding NYC and Big Four
14 Car Capacity
Pool Car Distribution A.D.T. Service
Centrally Located Modern Facilities
Members A.C.W.—O.W.A.



COLUMBUS, OHIO

The NEILSTON STORAGE CO.

260 EAST NAGHTEN ST.

Modern warehouse for merchandise—Lov Insurance—Central location in jobbing dis-ticted—Private railroad siding—Pool car-distributed.

Member of O.W.A.



SPRINGFIELD, OHIO



WAGNERS SERVICE, INC. Pennsylvania Railroad and Lowry Ave.

A warehouse service that embodies every modern facility for the storage and distribution of Household Goods and Merchandise-Vidor Freight Service-Door to door delivery at Dayton, Springfield and Columbus daily. Member of A. W. A .- 0. W. A.



TOLEDO, OHIO

CAPACITY

CARS COLD CARS DRY

PRIVATE SIDINGS 8.40. RR'S





GREAT LAKES TERMINAL WAREHOUSE CO. 321-359 MORRIS ST. TOLEDO, OHIO

COMPLETE WAREHOUSE FACILITIES

TOLEDO, OHIO

Merchants and Manufacturers Warehouse Co. 15-29 So. Ontario St.



Center of Jobbing District Sprinklered Firepreof Bullding—100,000 Square Feet—Dry Storag 70,000 Cuble Feet Cold Sterage—Private siding Nickel Pists R —Free Switching—Merchandise Storage—Pool Car Distributio Negotiable resolute—Transit Storage Privileges—Lew Insur Rateo—City delivery system.

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"QUICK SHIPPERS"

TOLEDO TERMINAL WAREHOUSE, INC.

128-138 VANCE STREET, TOLEDO, OHIO



MEMBERS: American Warehousemen's Ohio Warehousemen's Asso-

Toledo Chamber of Commerce



IW YORK BLLIED DISTRIBUTION INC. CHICAGO
WISI 41NO SI. PINN. 6-0016 1515 NEWBIRRY AVI., MONISS.

OKLAHOMA CITY, OKLA. |

Established 1889



O. K. TRANSFER & STORAGE CO.



TULSA, OKLA.

JOE HODGES FIREPROOF WAREHOUSE

Merchandise Storage—Pool Car Distribution

Located in Center of Tulsa Wholesale District

Member: A.W.A., N.F.W.A. and American Chain of Warehouses



Often goods are damaged in transit. The warehouse carefully checks each incoming lot and includes carrier's inspection report with receipt for claim purposes. The goods always reach the customer in good condition.

PORTLAND, ORE.

Colonial Warehouse and Transfer Co.

Operating Public and Custom Bonded Warehouses Licensed under the U. S. Warehouse Act Merchandise, Storage and Distribution ate Siding Free Switching Sprint Private Siding 1132 N. W. GLISAN STREET



PORTLAND, ORE.

H. M. CLARK, Pres.

HOLMAN TRANSFER COMPANY STORAGE DISTRIBUTION

SINCE 1864

1306 N.W. Hoyt St.

A.W.A.-O.S.W.A.

PORTLAND, ORE.

J. H. CUMMINGS, Pres.
MERCHANDISE, STORAGE &
WAREHOUSING

Northwestern Transfer Co. General Forwarding Agents

SPECIAL ATTENTION GIVEN TO POOL CARS
Our private siding is served by all railroads 1504 N.W. Johnson St., Portland, Oregon

PORTLAND, ORE.

OREGON TRANSFER COMPANY

Established 1868 1238 Northwest Glisan Street Portland, Oregon U. S. BONDED and PUBLIC WAREHOUSES

Merchandise Storage and Distribution
Lowest Insurance Rates—Sprinkler Equipped
Member A. W. A.
Eastern Representatives Distribution Service, Inc.

PORTLAND, ORE.

COVER THE NORTHWEST THROUGH

RUDIE WILHELM WHSE. CO., INC.

U. S. Bonded-Concrete Building-A. D. T. Sprinkler System

Complete Facilities for Storage and Distribution of All Commodities

Free Switching from All Railroads New York, 271 Madison Ave.

Portland's Lowest Insurance Raise
Member A.W.

HARRISBURG, PA.



HARRISBURG STORAGE CO.

Fire Retardant & Fireproof Warehouses P.R.R. Sidings

Pool Car & Delivery Service

Represented by THE AMERICAN CHAIN OF WAREHOUSES, INC.

HARRISBURG, PA.

KEYSTONE WAREHOUSE

GENERAL MERCHANDISE STORAGE POOL CARS DISTRIBUTED BRICK BUILDING-LOW INSURANCE STORE DOOR DELIVERY ARRANGED FOR PENNA. R. R. SIDING OPERATED BY HARRISBURG WAREHOUSE CO.

HAZLETON, PA.

Est. 1915



KARN'S STORAGE, INC.
MERCHANDISE WAREHOUSE L.V.R.R. SIDING

Storage in Transit Pool Car Distribution
Packing — Shipping — Hauling Fireproof Furniture Storage Members: Mayflewer W.A.-P.F.W.A.-P.W.A.

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Who Will Use Air Cargo?

(Continued from page 76)

which has increased in importance from 1934 when it accounted for 5.77 per cent of total shipments of 23.26 per cent of total shipments in 1941. This is largely accounted for by war and defense activities. Printed matter is still of 2nd importance as it was back in 1934. Judging from the record, as shown in Table I, it may be concluded that the greatest users of air cargo services for some time to come will be manufacturers of machinery and hardware, store merchandise and printed matter. Shipments of valuables made by banks and stockbrokers have declined in importance since 1934, when they were the most important articles carried, measured by number of shipments. No particular reasons can be advanced as to why this should be so other than high rates. As rates decline, all groups included in Table I will doubtless become increasingly greater users of air cargo services.

One of the most fertile fields for air cargo development are shipments of perishable articles. Cut flowers have been shipped more and more by this means, but other products such as fruits and vegetables have not been able to pay the high rates. Most delicate fruits and vegetables are greatly enhanced in flavor if allowed to ripen before harvesting. By using air cargo services the strawberries of Texas, for example, can be picked ripe in one afternoon and shipped in plane-load lots to Chicago and other large Northern cities to be sold in the early morning at prices sufficiently above the price for strawberries ripened in transit to justify the higher air cargo rate. One source of traffic would be sales of these more tasty articles to some of the finer hotels catering to the wealthier trade. Higher priced fruits and vegetables would be acceptable to these establishments not only because of the added flavor but because of the advertising value, at least at first of having the goods shipped in by air cargo. To develop this traffic it might be possible to work out some arrangement between an airline and the large industrial users and producers, whereby the airline would bring buyer and seller together with the idea of developing traffic. Also, by the use of air cargo services, in the handling of perishables, jobbers in the large Eastern cities could take advantage of extraordinary wide fluctuations in the prices of some of them by obtaining overnight delivery from producing areas. Anyone familiar with fruit, flower and vegetable products knows that somewhere some perishable item is generally coming into the market ahead of other sections which looks to the fastest available transportation, and, for a while at least, has sufficient value to justify higher than usual transportation charges.

A large part of the perishable commodities destined for the large city markets are transported to such markets immediately after they are harvested and there stored in refrigerated warehouses until favorable market conditions enable them to be sold profitably. The primary reason for keeping them on hand at points of consumption is to enable the owner to take advantage of momentary price rises. On the other hand, considerable quantities of such perishables are stored at points of production since they stand storage better if put under refrigeration immediately after harvesting and so that they may be held off the consuming market as long as possible in order not to depress prices there. Once these commodities are taken from cold storage, they must be sold, as State laws usually prevent their being stored again. They must be sold quickly before deterioration sets in. Air cargo services will enable shippers to store such commodities at the points of production and yet be able to take advantage of the price changes without much danger that the goods will spoil in transit. Adequately developing traffic in perishable products through the use of commodity rates may in large I easure counteract the large volume of manufacLANCASTER, PA.

LANCASTER STORAGE CO.

LANCASTER, PA.

Merchandise Storage, Household Goods, Transferring, Forwarding Manufacturers' Distributors, Carload Distribution, Local and Long Distance Moving Member of May. W.A.

PHILADELPHIA, PA.

Pool Car Distribution a Specialty

FENTON STORAGE CO.

Absolutely Fireproof
Cable Address "Fenco"

P. R.R. Siding

Storage, moving and distribution of household goods and merchandise

PHILADELPHIA, PA.

Fidelity—20th Century Storage Warehouses

General Offices-1811 Market St.
Agent for Allied Van Lines, Inc.



Bus type vans for speedy delivery anywhere. We distribute pool cars of household goods. Prompt remittance. Assoc. N. F. W. A., Can. S. & T., P. F. W. A.

PHILADELPHIA, PA. J

Established 1865

GALLAGHER'S WAREHOUSES

708 South Delaware Avenue

TOS South Delaware Avenue

Merchandise Storage — Storage in Transit
Direct Sidings-Penna, RR, and Reading RR,
Pool Car Distribution
Represented by Associated Warehouses, Inc.
New York — Deliveries — Chicago
52 Vanderbilt Ave. City and Suburban 549 W. Randolph St.
Murrayhill 9-7645

PHILADELPHIA, PA. 2,100,000 Square Feet

MERCHANTS WAREHOUSE CO. 10 Chestnut St. Phone: LOM. 8070

11 modern buildings in leading business sections. Served by all R.R.'s. Leading and unloading under ever. Storage-in-transit privileges. Goods of all kinds, bonded and free.

One of THE CHAIN OF TIDEWATER TERMINALS and Inland Warehous

PHILADELPHIA, PA.

BUELL G. MILLER. President

MILLER

North Broad Storage Co.

BROAD & LEHIGH & BRANCHES Member P.M.T.A., C.F.M.A. of Pa.

tured goods which will flow from the more industrialized areas of the country to the agricultural regions.

The distribution of printing matter will be increasingly important as soon as air cargo rates are on a comparable level with rail express. There should be a large increase in the shipments of newspapers with nationwide circulation such as the New York Times. The ability to deliver an afternoon paper before breakfast next morning or to deliver a morning paper late the same day will certainly increase circulation. Such weekly magazines as Time, Newsweek, Life, and others attempting to publish the latest news, would find transcontinental overnight service of great value by being able to publish later news. This has already been done in at least one instance when the entire Nov. 11, 1940, issue of Newsweek, weighing 35,000 lbs., was distributed through the air service of the Railway Express



13 MODERN WAREHOUSES









-serving PHILADELPHIA AND VICINITY with Economy and Dispatch!

Strategically located throughout Philadelphia, they provide more than 68 acres of excellent storage space.

Each building is equipped with every convenience, designed for the safe, prompt and economical handling of goods of every kind. All earn low insurance

rates. Special provision is made for the storage of household goods.

Served by both Pennsylvania Railroad and the Reading Company. Convenient to the big piers. Completely equipped pool car department is maintained.

Write for Particulars

Represented by

DISTRIBUTION SERVICE, Inc.

DELAWARE AVENUE AND FAIRMOUNT . PHILADELPHIA

2 Broadway, NEW YORK CITY Phone: Bowling Green 9-0966 Coo

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An Association
of Good Warehouses Located at
Strategic Distribution Centers



ARE AVENUE AND FAIRMOUNT . PHILADELPHI



N.F.W.A., Pa.F.W.A

PHIA 625 Third St., SAN FRANCISCO Phone: Sutter 3461

219 E. North Water St., CHICAG Phone: Sup. 7180

PHILADELPHIA, PA.

PROMPT and ECONOMICAL SERVICE

Over a million square feet of storage space, bonded and free. Twenty-two modern buildings located in the various retail, wholesale and manufacturing sections of the city. Direct rail connections. Near piers and ferry-car wharves. Special services and economies. Low insurance rates. Our own motor transports speed up deliveries.

Write for Particulars

PENNSYLVANIA WAREHOUSING & SAFE DEPOSIT CO.

General Offices: Cor. 4th & Chestnut Sts., Philadelphia
WARREN T. JUSTICE, President

MEMBER: American Chain of Warehouses - American Warehousemen's Association - Pennsylvania Warehousemen's Association

NEW YORK: Geo. W. Perkins, 82 Beaver St., Tel. Whitehall 4-2287 J. W. Terreforte, 250 Park Ave., Tel. Plaza 3-1235

CHICAGO: W. J. Marshall, 53 W. Jackson Blvd. Tel. Harrison 1496 Agency in order that its readers might have the election news as promptly as possible.

The leading air cargo (express) routes of the country are shown in Table II. The traffic on these routes constitutes approximately 90 per cent of the total volume of such business for the month of December, 1941. A few major routes get the bulk of the traffic which is concentrated East of the Mississippi River but with a goodly portion originating in or consigned to California.

Pa. Orders Cement Rate Cut

Reduced rail freight rates for the transportation of cement from Wampum, Lawrence County, and West Winfield, Butler County, to points in the Metropolital district of Pittsburgh and in Allegheny County, have been ordered by the Pennsylvania Public Utility Commission. Unless exceptions are filed, the rates were to have become effective Aug. 20. The order resulted from complaints filed by the Medusa Portland Cement Co., Wampum, and by the West Penn Cement Co., West Winfield, alleging preference in rates to competitors at Neville Island and Universal, both in Allegheny County.

Pennsylvania Whse. Buys Philadelphia Property

The Pennsylvania Warehousing and Safe Deposit Co., Philadelphia, has purchased from the Reading Co. the warehouse at the southeast corner of Catharine and Swanson Streets. The price was \$55,000. The lot is 106 by 217 ft. and the assessed valuation was \$67,900.

TTSBURGH, PA.

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TRANSFER & STORAGE CO.

STORAGE, PACKING, CRATING and SHIPPING POOL CAR DISTRIBUTION

LONG DISTANCE HAULING 2748 West Liberty Ave., Pittsburgh, Pa. Members of N.F.W.A.—A.T.A.—P.F.W.A.—P.M.T.A. Agent for Allied Van Lines, Inc.



TTSBURGH, PA.

DUQUESNE WAREHOUSE CO.

Office: Duquesne Way and Barbeau St. Merchandise Storage & Distribution

Members A. W. A.

HTTSBURGH, PA.

Established 1911

EXHIBITORS' SERVICE COMPANY

West Gen. Robinson & Scotland Street

Pool Car Distribution—Reconsigning, 24 Hour Service— Trackage 40 Cars—Daily Service area—20,000 Sq. Miles—104 Company Owned Vehicles—Steel and Concrete Terminal Cooling Room Space for Perishables.

HTTSBURGH, PA.

ED WERNER TRANSFER & STORAGE COMPANY

1917-19 Brownsville Road

Pittsburgh, Penna.

Storage, Packing and Shipping Member of National Furniture Warehousemen's Ass Agent of Allied Van Lines, Inc.

MITSBURGH, PA.

THOMAS WHITE, Owner and Manager

WAREHOUSES

17th AND PIKE STS. 13th AND PIKE STS.

QUARTER MILLION FEET OF SPACE

In the Heart of Pittsburgh's Jobbing District

STORAGE IN TRANSIT POOL CAR DISTRIBUTION COMPLETE TRUCKING FACILITIES PRR SIDINGS

Also operators of WHITE MOTOR EXPRESS CO.

Established 1918

SCRANTON, PA.

R. F. POST

DRAYMAN & STORAGE WAREHOUSE 221 Vine St.

HOUSEHOLD STORAGE
MERCHANDISE STORAGE POOL CARS LOCAL AND LONG DISTANCE MOVING PRIVATE SIDING, D. L. & W. R. R.

SCRANTON, PA.

THE QUACKENBUSH WAREHOUSE CO.

219 VINE STREET
MERCHANDISE AND HOUSEHOLD GOODS
STORAGE POOL CAR DISTRIBUTION
D L & W and D & H Sidings

V YORK BLLIED DISTRIBUTION INC. CHICAGO

SHARON, PA.

SHARON COAL & ICE CO. 230 W. Budd St., Sharon, Pa.

Cold Storage—Merchandise—Household Goods 2 Warehouses with private sidings on Eric & P RR's reciprocal switching. Loans on Stored Commodities. Cold Storage for furs—Cold storage lockers—Quick Freeze

UNIONTOWN, PA. H. D. RYAN-L. G. HOWARD, Proprietors

KEYSTONE TRANSFER CO.

CORNER BEESON BLVD. & PENN ST. HOUSEHOLD GOODS PACKED, SHIPPED, STORED LONG DISTANCE MOVING

Private Siding B. & O. R.R.

WILKES-BARRE, PA. [

WILKES-BARRE STORAGE CO.

General Storage and Distribution Prompt and Efficient Service 12 Car Track Located on Lehigh Valley RR. Switches Storage-in-Transit and Pool Cars

19 New Bennett St.

Wilkes-Barre, Pa.

WILLIAMSPORT, PA.

WILLIAMSPORT STORAGE CO.

FIREPROOF BUILDING-416 FRANKLIN STREET
P. R. R. SIDING

MERCHANDISE STORAGE and DISTRIBUTION

HOUSEHOLD GOODS-DRAYAGE
IDEAL DISTRIBUTING POINT FOR CENTRAL PENNSYLVANIA

George S. Fox

EORGE S. FOX, sales executive of the Pilcher-GEORGE S. FOA, sales caecanic Hamilton Co., Chicago, paper concern, died July 11 at the age of 61 yrs. As head of the company's warehouse department, Mr. Fox was widely known in the warehouse field, which he had served for over 30 yrs. He is credited with developing many special types of paper used for packing purposes.-Slawson.

Southwest Whse. Group Meeting Nov. 5-7

The Southwest Warehouse and Transfermen's Assn. has decided to hold its Silver Jubilee convention at the Blackstone Hotel, Fort Worth, Texas, Nov. 5, 6 and 7. The convention committee consists of Roscoe Carnrike, chairman, Gus Weatherred and Lou Abbott.

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PROVIDENCE, R. I.



80-90 Dudley St. FIREPROOF WAREHOUSE Storage, Moving, Shipping

Fleet of Long Distance Moving Vans mber National Furniture Warehousemen's Asso Agent for Allied Van Lines, Inc.



PROVIDENCE, R. I. F

Terminal Warehouse Company of R. I., Inc.

storage all kinds of General Merchandise, Pool Car Distribution. Lowest Insurance. Trackage facilities 50 cars. Dockage facilities on deep water.

Shipping directions South Providence, R. I.

CHARLESTON, S. C.

Charleston Warehouse and Forwarding Corp.

Merchandise Storage and Distribution of Pool Cars

Modern Concrete Wirehouse. 100,000 Square Feet of Storage Space.

Private Tracks Connecting with All Railroad and Steamship Lines.

Motor Truck Service.

Member of the American Chain of Warehouses, Inc.

COLUMBIA, S. C.

Distribution Center of South Carolina



CAROLINA BONDED STORAGE CO. Est. 1928

General merchandise and household goods storage.

Pool Car Distribution. Private rail sidings. Sprinkler equipped warehouse.



GREENVILLE, S. C.

"The Heart of the Piedmont"

TEXTILE WAREHOUSE CO. 511-13-15 Rhett St.

GENERAL MERCHANDISE—H.H.G. STORAGE Pool Car Distribution-Motor Truck Service

Low Insurance Rate

Private Siding

KNOXVILLE, TENN.

FIREPROOF STORAGE & VAN COMPANY, Inc.

201-211 Randolph St., Knoxville, Tennessee
135,000 square feet on Southern Rallway tracks.
Equipped with Automatic Sprinkler
Insurance at 12c, per \$100.00 Household goods shipments
per annum
Pool Cars distributed.
Pool Cars distributed. PROMPT AND EFFICIENT SERVICE

MEMPHIS, TENN.

S. S. DENT, Owner



General Warehouse Co.

421 So. Main St. "Good housekeeping, accurate records, Personal Service" Located in the center of the Jobbing & Wholesale District

Low Insurance
Perfect service Sprinklered Private R. R. siding

MEMPHIS, TENN.

Benton T. Grills, Sec'y. & Mgr.

NICKEY WAREHOUSES, INC.

"Memphis Most Modern Warehouses

285-305 West Trigg Ave.

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671 to 679 South Main St.

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the heart of the wholesale district and convenient to Rail, Truck and sagme
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Automatic Sprinkler System-Centrally Located

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Merchandise and Household Goods Warehouse, Concrete Construction 30,000 Sq. Ft. Distribution of Pool Cars Transfer Household Goods Agent for A.V.L. Member of N.F.W.A.-8.W.&T.A.

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Centrally located firepress warehouse is empletely equippe

war 75000 square feet of mershandise & household goods ste

MOVING—STORAGE—PACKING—SHIPPING



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How the Army Saves Cargo Space

(Continued from page 12)

made of thinner material, will result in space saving of 12 per cent.

Experiments are being particularly speeded in the case of aircraft packing. The Army has had the benefit of the automobile manufacturers' information on overseas shipments of motor vehicles because of their peacetime experience in the field. However, aircraft shipments constitute a relatively new shipping problem, on which the more limited experience particularly stems from Lend-Lease shipments.

Experiments are now being concentrated on carry ing planes on deck, covered with protecting material to guard against corrosion. Pursuit planes, for example, are crated in wood, with steel bracings and with a resultant decrease in displacement, weight and handling time. With magnesium and aluminum susceptible to moisture and with the necessity not only for protecting the plane but for making it easy to assemble, the difficulties in packing planes cannot be exaggerated.

A Committee for Packing, Preservation and Handling of Aircraft Material for Overseas Shipment has been formed, to correlate all experimentation. Brig. Gen. Charles P. Gross, Chief, Transportation Service, Maj. Howard W. Quinn and Malcolm J. Odell, consultant, represent the Services of Supply on the committee, which also includes representatives of the Army Air Forces, Navy Bureau of Aeronautics, War Production Board and Maritime Commission. Experiments in packing planes are being carried on at Wright Field and at the Naval Aircraft Factory, Philadelphia. Savings on airplane packing are forecast from 15 per cent to as high as 50 per cent.

The strategic aspects of the Army packing problem are of first importance. In peacetime, private manufacturers can "knock-down" completely a vehicle, knowing that when it reaches its destination there will be adequate reassembling facilities to put the car together again. This is not true of military shipments at present. Whether the packs contain small jeep cars or huge aircraft, they must be prepared on the basis of speedy use of the goods. The articles can be "knocked down" only to the extent that facilities and time for assembly are available at the destination.

The Army is working on the most difficult of all shipping problems. Not only must strategic considerations be taken into account, but the goods must be packaged for transit to such varied places as Russia, Iceland, England, North Africa, India, Australia and China, to say nothing of shipments within this country. Some shipments will be subject to intense heat, others to intense cold, some to both. Some will go by ship, others by plane. Some will travel by railroad in this country and on railroads after arrival abroad, others will go by motor vehicle. All these factors must be considered in packaging.

Experimentation in packaging and packing is being conducted in all parts of the country. In Philadelphia, experiments in the packaging of poultry are being made; in Chicago baking ingredient packages are being tested. Col. Joseph W. G. Stephens, Chief of the Depot Operations Div., Office of the Quartermaster General, DALLAS, TEXAS

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Second Unit Santa Fe Building, Dallas, Texas

Modern Fireproof Construction— Office, Display, Manufacturers, and Warehouse Space



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Lowest Content Insurance Rate
Fireproof Storage of Household Goods, Autos
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Our modern Centrally located fireproof warshouse is completely equipped to serve
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Merchandise Storage — Pool Car Distribution
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Sprinklered Warehouses, 30 Car Spot One Floor-therefore reasonable handling and storage rates

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Better Warehousing in HOUSTON

We operate a modern lew insurance rate warshouse in the center of the whoiseal abber, rail and truck terminal district. Most conveniently located for inter-tobers' trucks; well trained personnel: cooler most.

HOUSTON CENTRAL WAREHOUSE CO.
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HOUSTON, TEXAS

Houston Terminal Warehouse & Cold Storage Company Cold Storage U. S. Custom Pool Car Distribution U. S. Custom Bonded General Storage A. D. T. Service Display Space Parking Space Office Space

Lowest Insurance Rate

tative

Chicago Representative Phone Harrison 1496

is in charge of the research and development of pack. aging specifications for food, clothing, equipage and general supplies. The Army has employed a number of private laboratories to aid in the work.

At these laboratories there are huge cast iron drums, hexagonal in shape, revolving at the rate of one revolution a minute, in which different types of packages are placed to test their durability. These drums give an accurate simulation of ship and plane travel and the package that protects its contents the best is the one adopted for Army specifications.

The Army must ship thousands of items, ranging from canned goods and cotter pins to cannons and tanks. The demand for wood boxes for ordnance field service equipment alone this year will exceed 4 billion board feet; 75 million pounds of nails will be needed to make the boxes and 11/2 billion feet of steel bands and wire will be used to hold them together.

The packaging process is completely decentralized The packs are prepared by the individual manufacturers, according to Army specifications. An important objective is to avoid repacking at ports of ship. ment, so that an article, after inspection, may proceed without additional packing from the factory to the ship or plane, and then abroad, ready for speedy use. -Manning.

Storage-in-Transit for Fruits and Vegetables

To provide additional storage facilities in coastal areas for military purposes, the transcontinental railroads have agreed to broaden their storage-in-transit privileges to include frozen fruits and vegetables originating on the Pacific Coast, the O.D.T. announced Aug. 13.

The new arrangements will permit frozen fruits and vegetables to be forwarded for storage to interior points in the Western, Southern, and Eastern territories.

Utah Tax Decision

The Utah State Supreme Court ruled last month that taxes paid under protest to the State of Utah are subject to suit for recovery within 4 yrs, after payment, rather than within 6 mos. as provided in the short term statute of limitation. The attorney general had obtained a writ to turn over several thousand dollars paid by the Garrett Transfer & Storage Co. of Utah and Idaho (now Garrett Freightlines, Inc.) under protest to the State treasurer. The taxes had been paid under the Utah ton-mile tax act, which has been declared unconstitutional .- Bennett.

11 S.F. Bay Area Counties Form Marine Group

To coordinate the maritme interests in the 11 Bay Area counties in Northern California, a joint committee has been formed that consists of men representing the maritime interests of these counties. M. A. Cremer, manager of the Marine Exchange, San Francisco, who worked out the idea with Don Fazackerley, officer of the Junior Chamber of Commerce, said the aims of the group were far-reaching in an effort to develop trade by water and by air cargo transport. - Gidlow.

Northwest Barge Yard to be Built

Word comes from Olympia, Wash., that work will begin immediately on the construction of a shipyard for Prefabricated Ships, Inc. The firm of that name, which makes the announcement, holds a contract for 3 covered barges for the Army Transport Service. These barges are of the 90-ft. wooden warehouse type, shallow draft, for use in small harbors, and the 3 will cost \$67,000 --Gidlow.

HOUSTON, TEXAS

PATRICK TRANSFER & STORAGE CO. Merchandise and Household Goods Storage

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Pool Car Distribution Sprinklered—A.D.T. Watchmen Shipside and Uptown Warehouses Operators—Houston Division Lone Star Package Car Co.

1117 Vine St. Agents for Allied Van Lines, Inc.

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In the Heart of the Business District, Use

DUICK SERVICE WAREHOUSE & COLD STORAGE, INC. 182 SAN JACINTO STREET AND 2418 COMMERCE STREET

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COMMERCIAL STORAGE-OFFICE SPACE - PARKING SPACE

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W. E. FAIN, Owner and Manager Established 1901

TEXAS WAREHOUSE COMPANY

Forty Years Under Same Continuous Management

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DISTRIBUTION SERVICE, INC.
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Members A.W.A and State and Local Associations.

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Gershandise & Household Goods Storage—Peol Car Distribution—

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MERCHANTS Household Goods TRANSFER & STORAGE CO.

Complete Storage and Distribution Service over 50 years of satisfactory service Member of A.W.A.—N.F.W.A.—S.W.4

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Dependable Service Since 1913

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REDFORD TRANSFER & STORAGE

HOUSEHOLD GOODS EXCLUSIVELY

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72,900 sq. ft. space. Reinforced concrete and brick. Dignified, accessible, and central location. U.P. spur with free switching from or to other lines. P-U&D service rail or truck. Systematic delivery service twice daily, 30% Co-Ins. rate 19½¢ per \$100.00. A.D.T. automatic burglar and fire protection. Office and desk space available.

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NORFOLK, VERGINIA
MODERN SPRINKLER EQUIPPED WAREHOUSE
50.000 SQUARE FEET PRIVATE RAIL SIDING
Levest Insurance Rate in Norfelk. Pool Car Distribution
WE SPECIALIZE IN MERCHANDISE STORAGE
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Norfolk's finest fireproat furniture Warehouse
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Automatic Sprinkler Accurate Accounting

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A Seattle Institution—53 years of outstanding service Cartage Distribution Storage

Highest financial rating; new fireproof, A.D.T. sprinklered buildings; lowest insurance rate (10.2¢); modern equipment "The Shippers' Open Boor to Alaska and the Orient"

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connel. The petition also claimed that the cost of loading and unloading cargo is greater today because of more difficult handling characteristics.

Uncertainties of ship movement were cited as another factor in complicating terminal operations. Prior to the war, it was testified, it was known when vessels would call to load or discharge cargo and what terminal space would be required so that space could be utilized in the most economical manner. Today, the witnesses pointed out, vessels operate on a "catch-as-catch-can" schedule and in secrecy, with the result that no knowledge of the type of cargo to be discharged is available beforehand.

In support of the proposed 10 and 11 per cent increase in car-truck loading and unloading rates, testimony was introduced in an effort to demonstrate the reasonableness of the proposed rates.

Exhibits were submitted showing how the per-ton weighted average labor cost based on the actual payolls of the applicants for handling specified commodities aggregating almost 80 per cent of the total cargo handled during August, September and October, 1941, were first determined. This cost thereafter was increased by 13 per cent to reflect wage increases paid by the East Bay terminals which were granted in October, 1941. The resulting basic labor cost was then increased by 30 per cent to cover the overhead experienced because it was found that this percentage represented the minimum to be allowed for elements entering into a rate other than the out-of-pocket labor

Witnesses also compared the present and proposed car loading-unloading rates on 25 commodities which, in volume handled, were said to approximate 80 per ent of the applicants' business during August, Sepember and October, 1941, with rates published by utility carloaders in Los Angeles and Seattle.

Appearances in behalf of the petition as a whole were made by W. R. Jones of the Oakland Board of Port Commissioners; Henry Ohm and J. C. Somers, Port of Stockton; Arthur Eldridge, Los Angeles Board of Harbor Commissioners; Charles A. Bland and J. L. Kelly, Long Beach Harbor Commission; and H. C. Cantelow, agent for the 5 terminal companies.

A representative of the San Francisco Chamber of Commerce urged the C.R.C. to authorize the rate inreases for the duration of the war only. Los Angeles Chamber of Commerce recommended that the disposion of the matter should be predicated exclusively upon the needs in the San Francisco Bay area and not upon any needs which may be shown to exist in Southern California ports.

Opposing the increases in rates and proposed regution changes were the American Potash & Chemical o; California Oil & Gas Assn.; Pacific Coast Cement Institute; and the Tidewater Associated Oil Co.—Herr.

Capacity Loader

(Continued from page 23)

signed permanent vertical members, secured at car posts on the sides of the car, and detachable longitudinal rails or "wall members," which operate between the vertical members. These may be raised or lowered to any desired elevation from car floor to car eaves at 14-in. intervals. This 1/2-in. close adjustment makes it possible for the first time to tighten in a box car almost any type load. The wall members support sturdy ross members which are used to brace and hold the load. Like the wall members, the cross members may

(Concluded on page 89)

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Cold Storage — Distribution — Office Rentals
Fireprest, brick const.; Sprinkler system; Insurance rate: 12.8c. Siding connects
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Pacific Storage and Transfer Co. Drayage Storage Distribution Distribution



Forward Stop in Transit and Pool Cars
In Our Care
Located In Center Of Wholesale District
Nearest Distributing Point
(To) Fort Lewis. Camp Murray, McChord Field
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TERMINAL WAREHOUSES, INC.

MDSE. WAREHOUSING and DISTRIBUTION
Concrete and Steel Warehouse located on N.P.R.R.
Tracks. Close to all Railway and Motor Freight
Terminals. Special Lockers for Salesmen's Samples.
Swift and Frequent Service to Fort Lewis, McChord
Field and Bremerton Navy Yard
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Every facility for you and your patrons' convenience to secure your share of this Five Hundred Million Dollar market is available through

THE W. J. MAIER STORAGE COMPANY

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500 North Superior St. Merchandise and Household Goods Storage Pool Car Distribution

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Merchandise Distributors and Household Goods

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Haulers of Coment and Contractors Equipment and Heavy Machiners
to All Points.

U. S. Customs, Warehouse, State and Public Bonded.

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Reciprocal Switching, Wood Pulp a Specialty. Pool Car Distribution

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PETERS TRANSFER & STORAGE COMPANY

221 Phoebe Street, Green Bay, Wisconsin MERCHANDISE & HOUSEHOLD



GOODS STORAGE Pool Car Distribution

Private siding. G.B. & W. R.R. Reciprocal Switching
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Established 1888

Reynolds Transfer & Storage Co.

725 E. Miffin St.

Merchandise and Household Goods Storage Pool Car Distribution Haulers of Centractor's Equipment and Heavy Machinery to all points. Private Siding Chicage & Northwestern R. R.

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ATLAS STORAGE

MILWAUKEE'S ONLY DOCK WAREHOUSE ON JOINT TRACKS CMSTP&PRR AND CANWRY

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WAREHOUSING AND DISTRIBUTION FACILITIES POOL CAR DISTRIBUTION - STORAGE IN TRANSIT

- SPECIAL -

FACILITIES FOR DRUMMING BULK OILS FROM TANK CARS

DISTRIBUTION SERVICE, INC. New York-Chicago-San Francisco MILWAUKEE, WIS.



18 Warehouses

A.D.T. Service

Specializing in— Merchandise Distribution and Complete Branch House Services

TRACK CAPACITY FOR 50 CARLOADS

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WAREHOUSE SERVICE RAILROAD SIDINGS
OF EVERY
DESCRIPTION DOCKING FACILITIES LOCATED IN HEART OF BUSINESS DISTRICT OFFICES: 206 W. HIGHLAND AVE.

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withwausee's most modern and best located Waterfront Warehouse. Automobile storage. Warehousing on unit basis for spot stocks. Storage "In transit". Pool car distribution, Customs Bonded. Member of A.W.A. & W.W.A.

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The warehouseman will keep you informed of local tax, legislative and labor conditions, which mean real money to the manufacturer.

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Capacity Loader

(Concluded from page 87)

he adjusted to 1/2-in. intervals. This cross adjustment is of value in forcing the cross members tightly against the load at any desired position throughout the entire length of the car.

Far positive protection against movement of the load each cross beam is held securely in place by a locking device, both on the vertical and horizontal planes which are easily locked by the half turn of a socket wrench applied to a load.

No special training is necessary to handle this equipment. Wall members are unlocked and lifted in position by pulling them from the wall inward; when they are in position and are dropped, they automatically lock. The cross members can be put quickly in place, tightened, and locked into position in a minimum of time. No nailing, screwing, bolting, etc., are needed.

It is claimed that the average savings to the railroads and shippers per loader trip is \$65.50. At 20 trips per annum, the total saving for the period would equal \$1,310; this sum exceeds the original cost by

There has been some talk in shipping and railroad ricles of the possibility of a fee being charged per arload shipment, say \$5 per carload, a figure claimed to be viewed as acceptable to defray the cost of this loader. This charge, it is thought, would enable the railroads to amortize their investment completely over a reasonable period of years.

Among case histories given at meetings before shippers to discuss the loader, in no instance was any damage indicated in such loads as rice in bags, motors, shells and bombs, canned goods, bottled and bakery products of the type that go to the Quartermaster Corps, 1800-lb. gas boilers and heavy machinery. Capacity was increased from 20 to 200 per cent; savings on dunnage and freight on dunnage to the shipper ranged from \$50 to \$150 per car; loading time was reduced from 5 to 50 per cent; the carrying capacity of the car was increased on an average 35 per cent.

In commenting on the Utility Loader, Allen Dean, chairman of the Car Efficiency Committee of the Great Lakes Regional Advisory Board, said: "The shipper's obligation is to see that goods are delivered safely, peedily and economically; that they arrive at destination in usable condition—damaged goods cannot be replaced. It is obvious to us interested in better transportation that the Utility Loader permits fulfillment of this obligation and enables the shipper to employ the fullest use of every inch of carrying capacity in a car. With such equipment in widespread use, shippers would not have to take advantage of the exemptions outlined in the order for full capacity as related to war materials transported. Shippers of critical goods in this area could use a large number of these cars to excellent advantage."

Milwaukee Whse. Labor Rate Increases Denied

About 150 AFL employees of 7 merchandise warehouse companies in Milwaukee were denied further wage increases in a ruling handed down Aug. 12 by A. C. Lappin, a special arbitrator appointed by the conciliation service of the department of labor.

lnland warehouse workers affiliated with Local 200 of the Truck Drivers' union received 60 cents an hour on Jan. 1, 1941, and are now obtaining 72 cents an hour. In denying the union's request for another 10 cents an hour increase, Lappin held that a 7-cent increase granted by the companies in April just before the present agreement expired, should remain in force until April 30, 1943, at least.

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M. A. RAWLINSON, Pres. & Gen. Mgr

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Seven Buildings to Meet All Requirements for Modern Storage and Distribution Customs Bonded. Pool Car Distribution. Household Goods Moved, Packed, Shipped and Stored. Mombers of CanS&T—NFWA—BAIFR—FWRA—TC&W—ALLIED VAN LINES

TORONTO, ONTARIO

TERMINAL WAREHOUSES LIMITED Located on Toronto's Harbour Front In the heart of Industrial Onterto COMPLETE MODERN STORAGE AND DISTRIBUTION FACILITIES

Dry Storage Cold Storage Bonded Storage Office and Light Manufacturing Space Lowest Insurance Field Warehousing

MONTREAL, QUE.



1-VAN HORNE AVENUE, MONTREAL, CANADA 200,000 SQ. FT. OF MODERN FIREPROOF SPACE LOCATED IN THE EXACT CENTER OF THE CITY OF MONTREAL

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Westmount Transfer & Storage Ltd.

205 Olivier Ave., Westmount, P. Q.
LOCAL AND LONG DISTANCE MOVERS
Private Room System for Storage
(RATING, PACKING and SHIPPING
Charges Collected and Promptly Remitted
Member: N. F. W. A., C. S. & T. A.

The warehouse companies, represented at the arbitration hearings by their organization, the Milwaukee Warehousemen's Assn., include the American Warehouse Co., Atlas Storage Co., Hansen Storage Co., Lincoln Fireproof Warehouse Co., National Warehouse Corp., Roegge Storage & Delivery Co., and the Terminal Storage Co.

Five of these firms, which are also engaged in the storage of goods brought by water, were ordered by Lappin to increase wages 21/2 cents an hour for about 35 dock warehousemen affiliated with Local 815 of the International Longshoremen's Assn. (AFL).

This wage boost was the same one offered by the 5 companies so as to maintain a 15 cents an hour spread which has been in effect for some time between the stevedores and the dock warehouse workers. -W.T.N.B.

Sworn Price Statements Not Necessary

Certification that prices charged conform to O.P.A. regulations need not be accompanied by a sworn statement for every invoice, Price Administrator Leon Henderson said Aug. 11.

To a manufacturer who reported that some customers asked that every invoice carry a sworn statement to the effect that prices charged in the invoice fully conform with O.P.A. regulations, the Office of Price Administration advised:

"In making a certification for the protection of the buyer, it is not necessary that a sworn statement accompany ea h invoice. It will be satisfactory to this Office if an appropriate statement is imprinted on invoices and in addition a separate statement is supplied to the buyer by the seller, sworn to by a responsible company official, to the effect that the prices set forth on all invoices being issued or to be issued will not exceed applicable maximum

prices established by the Office of Price Administration, and that the company's method of setting its prices has been so established as to achieve this result.

"Presumably no responsible company official would swear to such a statement unless he had at least made himself familiar with the applicable price regulations, carefully reviewed the method of setting prices, and contemplated an appropriate checking from time to time of such prices as were charged."

Price regulations make buyers in the course of trade or business equally liable with sellers to prosecution for violation of any regulation or order of the Price Administrator.

As a protection to trade buyers, O.P.A. has already suggested in an open letter to the National Assn. of Purchasing Agents that trade buyers could gain a measure of legal protection by obtaining a certification from sellers to the effect that prices charged conformed to established ceilings.

This letter stated that O.P.A. policy would require trade buyers to exercise "good faith and an honest, reasonable judgment." Written certification, as on the face of the contract of sale or 'invoice, stating that price ceilings were fully observed, was suggested as evidence of good faith on the part of the buyer.

A Fighting Front Is Only as Strong as Its Supply Line

(Concluded from page 22)

manager of the Borden Ice Cream Co.

Like the soldier trainees who are studying warehousing at the school, the instructors come from a wide business background, where general business training and experience in teaching have been recognized as indispensable for giving instruction in the warehousing field.

Along with practical problems, the class has a model warehouse, which is built to exact proportions of a standard army structure, wherein model supplies are stacked by the students themselves-and studied. Also, in small groups members of the class are sent out as student-warehousemen to observe, study, and work in the warehouses of Camp Lee.

Studying the field conditions of modern warfare, soldier-trainees learn camouflage-as a protection from enemy reconnaissance from the air, and proper storage in the field-on dunnage and under tarps as protection from weather, gases, and for swift movement-with a 100 per cent overturn daily-"Take out in front and store behind."

At the end of the course, students of warehousing are given a skill report-as skilled, semi-skilled, and helpers. In the field, they will take their places as warehouse foremen, or army specialists in subsistence accounting, direct supply, or in purchasing and contracting.

Good warehousing will go a long way toward helping to win this war. The army believes in effective warehousing, and is today turning out the experts that will make this possible, in the Warehousing Commissary & Depot Supply Training School at Camp Lee.

Govt. Employes Moved Free Only Once

Beginning Sept. 1, 1942, and for the duration of the war, dependents and household effects of Army personnel and civilian employes of the War Dept. will be moved at Government expense only once, the War Dept.

This decision was reached, officials said, because the necessity of frequent transfer of Army and civilian personnel in the tremendously expanded military establishment threw an intolerable burden upon the transportation system.

It was pointed out that the man-hours of effort required to move household goods and dependents must be directed to more useful ends.

Previously, dependents and household goods of authorized Army and civilian personnel had been moved at Government expense upon each permanent change of station. The new regulation will not deprive authorized personnel of Government aid if they are required to move in a mass evacuation of a specified area after their dependents and household goods have been moved once at Government expense.

Nor will the regulation affect personnel who are retired, discharged or relieved from active duty. Shipment of authorized baggage or Army and civilian personnel also will be provided as in the past.-Manning.

Propeller Club Convention at N. Y. Oct. 15-16

The 16th annual convention of the Propeller Club of the United States and the American Merchant Marine Conference will be held Oct. 15 and 16 at the Waldorf-Astoria, New York.

Motor Truck Meeting at N. Y. Oct. 7 and 8

Practical plans for operating and maintaining America's fleets of motor trucks under wartime conditions will be considered at the War Transportation and Maintenance Meeting of the Society of Automotive Engineers to be held Oct. 7 and 8 at the Hotel Pennsylvania, New York. The 4 technical sessions and dinner which comprise the program will have only 5 speakers, so that the greater portion of the time may be utilized by some 500 fleet operators in discussing pertinent problems.

Price Ceiling Adjustment Welcomed by Food Distributors

Discussing the proposed plan of the O.P.A., offering relief to food distributors from the present General Maximum Price Regulations, P. S. Willis, president of the Grocery Manufacturers of America, Inc., expressed the hope that such relief will be forthcoming quickly, in time to permit the harvesting and processing of fruit and vegetable crops which are now ripening.

Chief difficulty of the present price regulation, it is claimed, is that all prices were frozen simultaneously for manufacturers, wholesalers, and retailers as of March, 1942. O.P.A. made no allowance, it is stated, for the established trade practice of permitting a 30to 60-day lag between the manufacturer's announcement of a new price and the time when it becomes effective at retail. Many distributors were thus caught with ceiling prices lower than their replacement costs, and as a result a serious bottleneck has existed in the channels of food distribution. The present O.P.A. policy has resulted in a situation where processors, on the one hand, are overstocked, while many dealers are actually out of such merchandise.

Mr. Willis stressed the point that the food industry is in complete accord with the concept of controlling prices. "The industry is still mindful," he said, "of the disastrous inflation following the last war, when it suffered an inventory loss of 11 billion dollars. We will certainly fight to the finish to prevent the recurrence of any such calamity." He said that while about 450 grocery items are caught in unjust price situations, and over-all adjustment of the inequities would amount to less than 11/2 per cent on the consumer's food bill. "One and one-half per cent for some industries might be just 'chicken feed,'" Mr. Willis declared, "but for the grocery industry, which operates at such an extremely narrow margin, 11/2 per cent spells the difference between operating at a profit and operating at a loss for many food concerns.'